

Grand Prix

international

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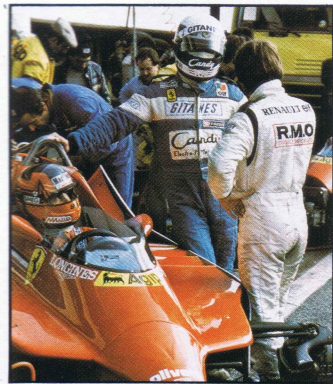


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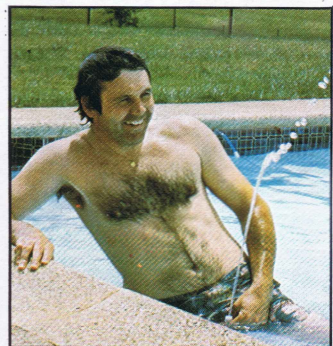
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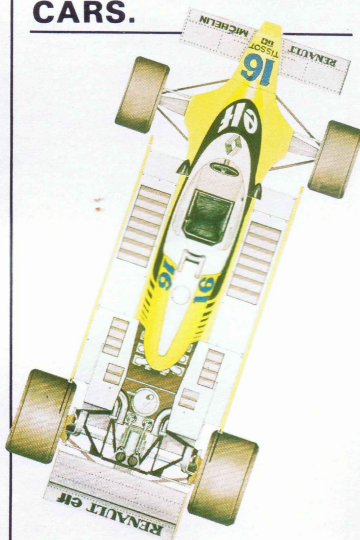
Grand Prix international

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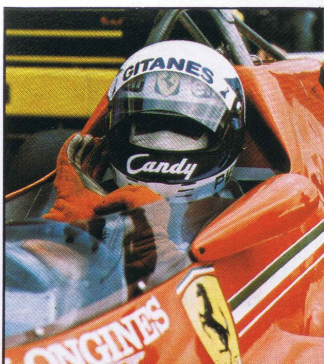


Eric Bhat joined Jody Scheckter at Donington for the annual Formula One versus rally drivers ralliesprint.

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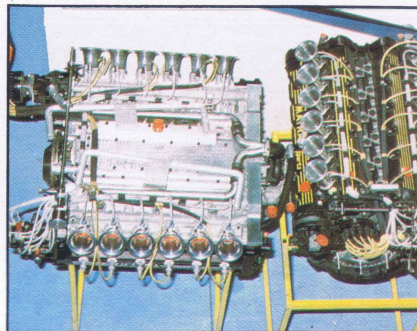
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his first laps at Fiorano and his first impressions of the 126C turbo. An interview with Commendatore Enzo Ferrari is included.

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Their V12 has developed a lot since it was last used in a Formula One car. Georges Martin describes what they've been doing.

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We describe each team's season following a long and hard-fought World Championship struggle.



The Formula One magazine is published 10 days after each Grand Prix.

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The paddock

WHY MARIO ANDRETTI WENT TO ALFA ROMEO

Last year, Alfa Romeo signed the experienced Patrick Depailler to lead their Formula One team. For 1981, they've continued the quest for an experienced driver by signing Mario Andretti to replace the unfortunate Frenchman. Mario will be 41 next February, and many people thought that he would pull out of Formula One in order to race exclusively in the United States. But Mario has decided to stay in Formula One, although he has left Lotus for whom he has driven since 1977.

« I left Lotus on good terms », explained Mario. « Chapman

someone with whom you get on well. »

— What are your first impressions of the car ?

« I was very impressed when I tried the car with skirts because it is really very good. It has excellent aerodynamic balance. However, it isn't so good without skirts. We refitted the front nose fins, but there's still a lot of work to do before the car is perfectly balanced aerodynamically. I think we're also going to have to work hard on the mechanical elements of the car, because they're going to be very important without skirts. »

— You did the testing of the Lotus 79, the first real wing car to be fitted with skirts. How do you feel about banning skirts ?

« I'm glad they've been banned.

soon as possible, otherwise it will be the USAC-CART battle all over again, and Championship racing in the States suffered a lot during that dispute. »

— Which drivers do you think will be competitive again next year ?

« The drivers are always the same, with or without skirts, they won't change. Those who will be hardest to beat will be Jones, Piquet and perhaps Villeneuve if the Ferraris are competitive. »

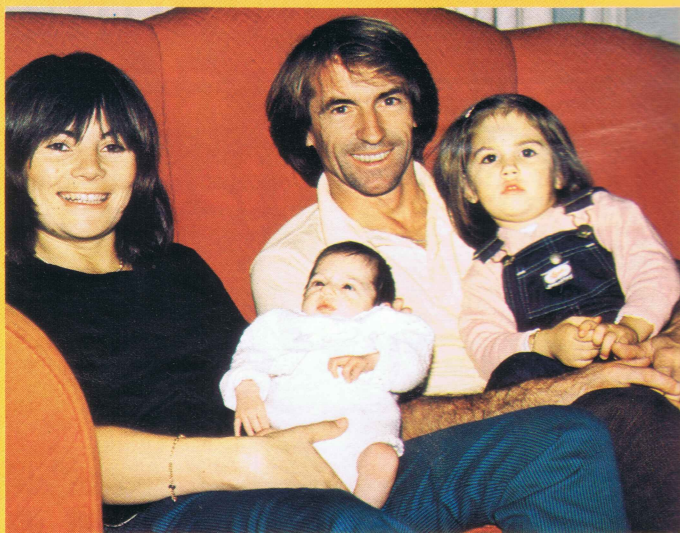
— What are you hoping for from your year with Alfa Romeo ?

« I may or may not be the driver to do it, but I'm sure that Alfa Romeo are going to win races next year. So I'm feeling optimistic in joining Alfa Romeo, I'm hoping to win races. That's the sole reason for my continuing to race in Formula One, even though a number of people think I'm too old. That's not really true. In American Champcar racing, I'm one of the younger drivers. I drive in the same way whatever happens. »

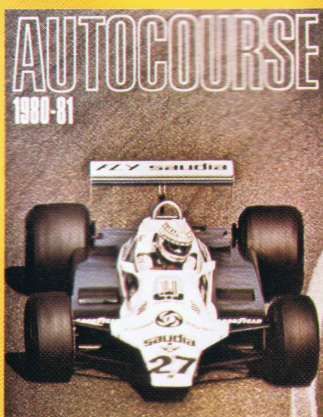
It's hard to think of Mario Andretti being old. The battle he had with Carlos Reutemann during the Dutch Grand Prix when he fought like an eager young driver proves that he hasn't lost any of his enthusiasm for Grand Prix racing. So with a car that should be competitive and a contract worth, apparently, \$ 800,000, why should Mario quit Formula One ?

ANOTHER LAFFITE ON THE GRID

Jacques and Bernadette Laffite have a new team member : Marguerite. She joined her older sister Camille last November 6. Apart from having a driver as a father, she also has a motor racing Godfather, who doubles as her uncle : Jean-Pierre Jabouille. Congratulations all round.



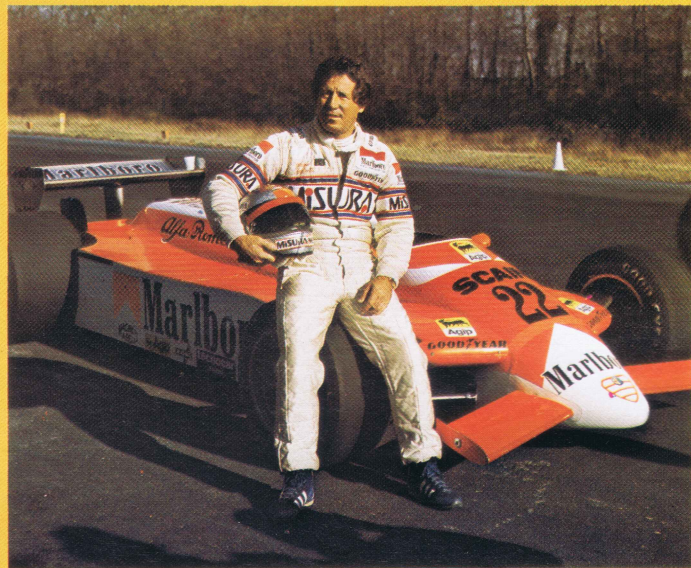
AUTOCOURSE IS OUT



Each year one eagerly awaits Autocourse to find out how they've judged each Formula One driver — one of the most critical yet most objective — in this well-produced and well-edited publication. Alan Jones is judged to be number one driver in this year's Autocourse. But there are other reasons to buy Autocourse : the fine photographic standard, the quality of the writing and the excellent Grand Prix reports throughout the year. Furthermore, there are articles about Formula Two, Le Mans and American racing. Autocourse 1980-1981 is now on sale.

IN THE STEPS OF THE FRENCH

One doesn't learn how to drive a Formula One car. By the time he arrives in Formula One, a driver is considered to have learnt enough about driving to have earned his place. But one can learn how to drive a single-seater. There are a number of racing schools. One of them is at Magny-Cours where our picture was taken a couple of months ago. Apart from Jean-Pierre Jabouille, all the drivers in the



and I had a frank conversation. After the United States Grand Prix East, I told him 'our partnership is over. Next year I'm going to drive for Alfa Romeo. I'm very appreciative of everything the team has done for me, and I also realise that you'd like me to stay on for 1981. But I've made my decision, and I'm not going back on it ».

— Does the fact that you're of Italian origin have any bearing on your choice to drive for an Italian team ?

« Sentimentally, I'm very close to Alfa Romeo. I won the Monza 1 000 kms with Merzario in an Alfa 33 in 1974. I'm very happy to be rejoining the team because I've been very impressed with their progress during the 1980 season. They've made a big effort. They've suffered accidents and mechanical breakages, but they've always tried new ideas at each Grand Prix. The cars have developed continually, and they've always had a lot of spare parts ».

— What do you think of your new teammate, Bruno Giacomelli ?

« He's a good driver and a nice bloke. It's always good to have

I've changed my mind about them over the last few months. Cars with skirts have become too easy to drive. But now our job as drivers will be much more difficult. Equally, skirtless cars will have to be developed technically, which will be a new avenue for development. »

— You're thought of as a good tyre-tester. How do you feel about the new tyre widths proposed for next year ?

« It depends a lot on the circuits. The smaller tyres are going to be a lot quicker on some tracks. They're also going to reach their optimal temperature easier when it's cold. But that's also going to create problems during the hotter races in places like Brazil, Argentina and South Africa. We're going to have to test hard tyres as well, and that's going to be difficult initially. »

— What are your views regarding the FISA-FOCA dispute ?

« I think this battle is very bad for motor racing. Personally, I don't think either of them are right. They have both made mistakes, and these mistakes could kill off Formula One. I hope they can come to a compromise as



photograph began their careers at the little Nievre circuit driving cars run by the Winfield school. It seems that Jean-Pierre Jarier was considered by school director Tico Martini to be a little too eager, and he was thrown out of the school.

Pierre-François Rousselot and his assistants were able to provide a number of Formula Renault cars for their pupils. « You're here to have fun, » said the school's teachers, who kept on eye on them in case they became a little too boisterous. It may have been for fun, but perhaps they were thinking of a greater things...

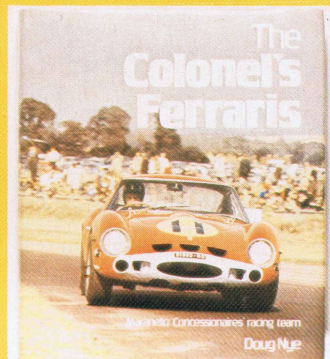
PIRONI TRIES TWO WHEELS

If it moves, if it has an engine, if it is potentially quick, then Didier Pironi's only wish is to try it out. Didier was at Circuit Paul Ricard in order to drive the Ligier JS 11/15 for the last time in a film made by Just Jaeckin when he was able to try an « Elf » designed by Andre De Cortanze. This motorcycle is fitted with the World Endurance Championship-winning Honda 1000 RCB engine but is revolutionary in its suspension which is similar to that of a car. Was it that which gave Pironi such confidence? He was quickly called

in because he was going... too fast.

THE COLONEL'S FERRARIS

« The Colonel's Ferraris » is the



sort book that every Ferrari enthusiast should have on his bookshelf. « The Colonel », of course, is Colonel Ronnie Hoare who imports Ferraris to Britain through Maranello Concessionaries. The book is a history of the cars and drivers that Hoare raced under the Maranello banner. It recalls one of the great eras in World and British motor racing. Written by Doug Nye, « The Colonel's Ferraris » costs £ 10.

On careful reflection, we should all be deliriously happy. There should be nothing but euphoria in every Formula One racing team. Look at the facts :

At Ferrari, taking into account the fact that they've chosen a far from easy turbo-solution, their engineers must be congratulated on the progress they've made with the turbocharged 126C. Gilles Villeneuve already feels that he's

ready to start winning races all over again.

The end-of-season « transfer » drivers — Jean-Pierre Jabouille, Mario Andretti and Alain Prost — are all thrilled to bits with their choice of new team. They're optimistic, everyone of them.

As far as Frank Williams is concerned, it's time to celebrate. With Formula One constructor's and driver's titles for 1980, he starts 1981 with just as good a chance as he had in 1980.

Bernie Ecclestone, Frank's « godfather » and rival, is just as excited. The tests with the turbo-BMW engine are going from strength to strength. And the 1980 season proved without any doubt at all that in the combination of Gordon Murray and Nelson Piquet the team has the very talent on which to rely for 1981.

The Alfa Romeo team can look back proudly on its domination of the Watkins Glen race. They are eagerly awaiting a chance to avenge the Glen setback in Argentina.

Elio de Angelis, a youngster with undeniable star quality, will be the number one driver at Team Lotus. He must be heavily tipped to score his first victory for Lotus with a new and technically exciting car.

Jody Scheckter is gone, with the personal satisfaction of having fulfilled the terms of his contract most scrupulously.

Skirts have been forbidden. No longer will journalists have to listen to the friction they produce...

We should be euphoric.

Instead, we're close to calamity.

« Legal » championship or « pirate » championship... skirts or skirtless... Ecclestone or Balestre : sadly, all we have is a phantom championship, a trophy for the mastermind of bluffing in a battle of politics.

In theory, Formula One should never have survived. Fortunately, the final act is upon us. Formula One, after all, will get on its feet again, albeit a bit later than anticipated.

However, if by chance — in six or seven centuries — a historian should happen across the curious phenomenon of Formula One, he will perhaps give his chin a thoughtful rub and agree that, yes, the in-between times did indeed go on for far too long...





JEAN-PIERRE JABOUILLE LOOKS AHEAD

Jean-Pierre Jabouille had already announced his surprising decision that he was going to join Ligier Talbot when his 1980 season — and Renault contract — was prematurely brought to a halt. His Renault went head-on into the Montreal guardrails and both Jean-Pierre's legs were badly damaged. Consequently, he faced an off-season in bed, not a pleasant prospect for a man as active as Jabouille. However, he's learnt to live with his misfortune.

« There have been bad times », he admits, « but strange as it may seem, I haven't really noticed the time passing. I was still a bit dazed during the first couple of weeks, the time just passed. Then suffered from sciatica for another two weeks. It hurt a lot but curiously enough, that actually made the time pass quicker. Since then I've planned each day, and now I feel that I haven't any time to do nothing. Each morning is spent on physical recuperation with sometimes as many as three people working on me. I take English lessons in the afternoon. I spend my time looking after myself. » He laughs. « I feel in top form in fact. I'm really in good spirits and cheerful. I'm beginning to move around and be self-reliant. I'm not really used to looking a long way back, nor looking too far into the future. I see things from day to day, and that way, the time passes very quickly. »

— When do you think you'll be able to drive a racing car again? « I have my own ideas of when I shall be able to drive again, but there again, the surgeon has his ideas too. My time schedule is rather more optimistic, and I reckon that I shall stick to it. My reckonings say that I should be able to drive at the beginning of January. The others say that I could just drive in South America. It may turn out to be between the two. Anyway, if the

Argentine Grand Prix is put back, then it will certainly be in my favour. My 1980 season may have been cut short because of bad luck, but if the start of the 1981 season is delayed, that will be my good luck. »

— You've had meetings with the Ligier team here in your room. How have you been able to contribute to their work from a distance?

« I haven't really contributed in that the JS 17 was already on the drawing board when I signed for the team. But I have had a number of meetings with Gerard Ducarouge and Guy Ligier, especially before important decisions were taken, particularly concerning the choice as to the useage of a turbo Matra engine. Generally speaking, we've had very open chats, and they haven't taken any decisions without first making a plan. That's very important. »

— You've obviously had time to think about your decision to leave Renault. Do you still think that you made the right choice?

« I made the right choice when it comes to basic material, and things might even be better than I'd hoped for. When I decided to change teams, I thought that 1981 would be a transition year for Talbot-Ligier while they waited for the turbo engine. Instead, I think that we're going to be competitive this season. The Matra engine is going well. There's no way they can make a mistake with the car. So even before I've had a chance to be a real part of the team, I'm already happy. »

My personal feelings are not of regret but virtually the opposite: why didn't I do this earlier?

— When you say competitive, do you mean that the team will be World Championship contenders this season?

« That's a difficult question. It was only in 1980 that I really felt that I had a good chance of winning the World Championship. I really thought that it was possible. I feel that I should have, and

could have been World Champion in 1980. I feel a little differently about the 1981 series. I'm not convinced that we shall be World Champions, but I do think that it's possible. One thing is for sure: I'm not driving in 1981 to be tail-end-Charlie, I intend to get the best results possible. If that goes well, we could be World Champions. »

THE WAR GOES ON, AND ON, AND ON

The battle between FISA and FOCA still hasn't been decided, even though the « pirate » championship, organised by the World Federation of Motor Sport and announced by FOCA, has quickly been laid to rest.

There was one moment during the struggle which was bordering on farce. During a meeting at FISA's headquarters in Paris,

Enzo Ferrari's mediation attempts are already a thing of the past. Since then, there have been meetings, proposals and counter-proposals, intrigue, FOCA's concessions, lobbying and persuasion in the shadows. It's been a demonstration of politics in all its splendour.

FOCA finally abandoned their idea of running a parallel championship. They conceded that they would adhere to FISA's regulations, provided their implementation was deferred until Long Beach. The reason for this was that their members hadn't had time to test cars without skirts. But constructors who had remained faithful to FISA throughout and had been testing car without skirts throughout the off-season, refused to allow the regulation to be deferred. That's the story so far, and it's already possible that the start of the season itself



a number of organising bodies were busily assuring Jean-Marie Balestre and FISA of their support. At the same time, in an adjacent room, FOCA were holding a press conference, pictured here. At this meeting, Bernie Ecclestone and Max Mosley were saying that their contracts with the circuits were valid and that they were perfectly capable of organising a championship.

will be delayed, which might make every one happier.

MARLBORO IN THE SNOW

One might think that Marlboro are only interested in motor racing, but that's not entirely accurate. They're also interested in skiing. Under the banner



of Marlboro Leisure Wear, the clothing branch run by former Formula One driver Andrea De Adamich, this branch of Philip Morris recently supported the first World Cup ski race of the season at Val d'Isere, the *Pre-miere neige*.

Patrick Tambay, himself nearly a member of the French ski team, was there with Gilles Villeneuve who cheered on the Canadian ski team. Although they narrowly missed winning, the Canadians filled many of the places in the top ten. Tambay had nothing to cheer about: there wasn't a Frenchman in the top ten at all.

CAR AND BIKE FILM FESTIVAL AT ANTIBES

If you're finding the winter too boring, you might consider pop-



ved a life-long ambition: to follow in his father's footsteps and win his home Grand Prix.

The race took place on November 6 at the Calder Raceway. Among his competitors were Bruno Giacomelli in an Alfa Romeo 179, and Didier Pironi in a Formula 5000 Elfin MR8C.

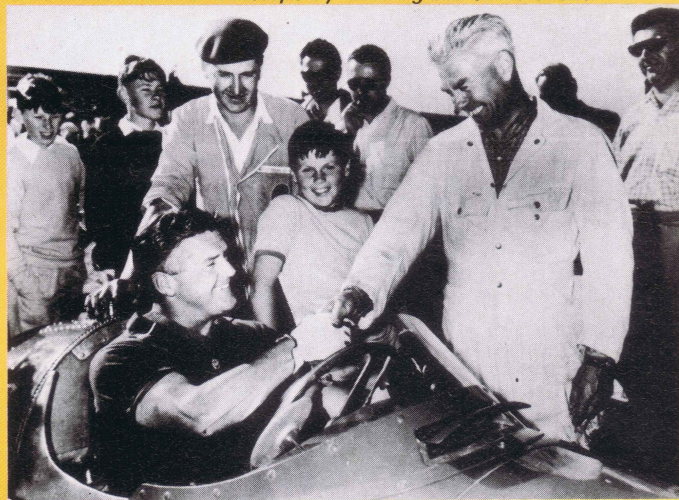


ping down to the South of France for a weekend. The sun won't be very hot, and there may not be a lot of testing going on at Circuit Paul Ricard, but at Antibes, the atmosphere will be to your liking. On January 30, 31 and February 1, the fifth festival of motor racing and motor cycle racing films will be held. One way of chasing away the motoring blues.

ALAN JONES WINS AT HOME

Twenty years ago, the Australian Grand Prix at Longford was won by Stan Jones in a Maserati. He was watched that day by his young son, Alan. You don't need to be told that Alan went on to win the World Championship in 1980. While holidaying in Australia, Alan achie-

Stan Jones has just won the Australian Grand Prix at Longford in 1959. Standing beside him in his Maserati is young Alan Jones, his son. At Calder, 21 years later, Alan trod in his father's footsteps by winning the same event.



LAFFITE'S PROTEGE

Last year, Alan Jones took young Mike Thackwell under his wing to give him a hand in his career. Now Jacques Laffite has done the same thing. He's adopted Philippe Paoli who has just won the Volant Elf at Circuit Paul Ricard.

But that's not really surprising. Philippe is the son of former French racing driver Jean-Pierre Paoli who got as far as Formula Two before retiring. But he did more than that. He helped Laffite into Formula One and even today, Laffite doesn't make a racing decision concerning his career without first consulting Jean-Pierre Paoli.

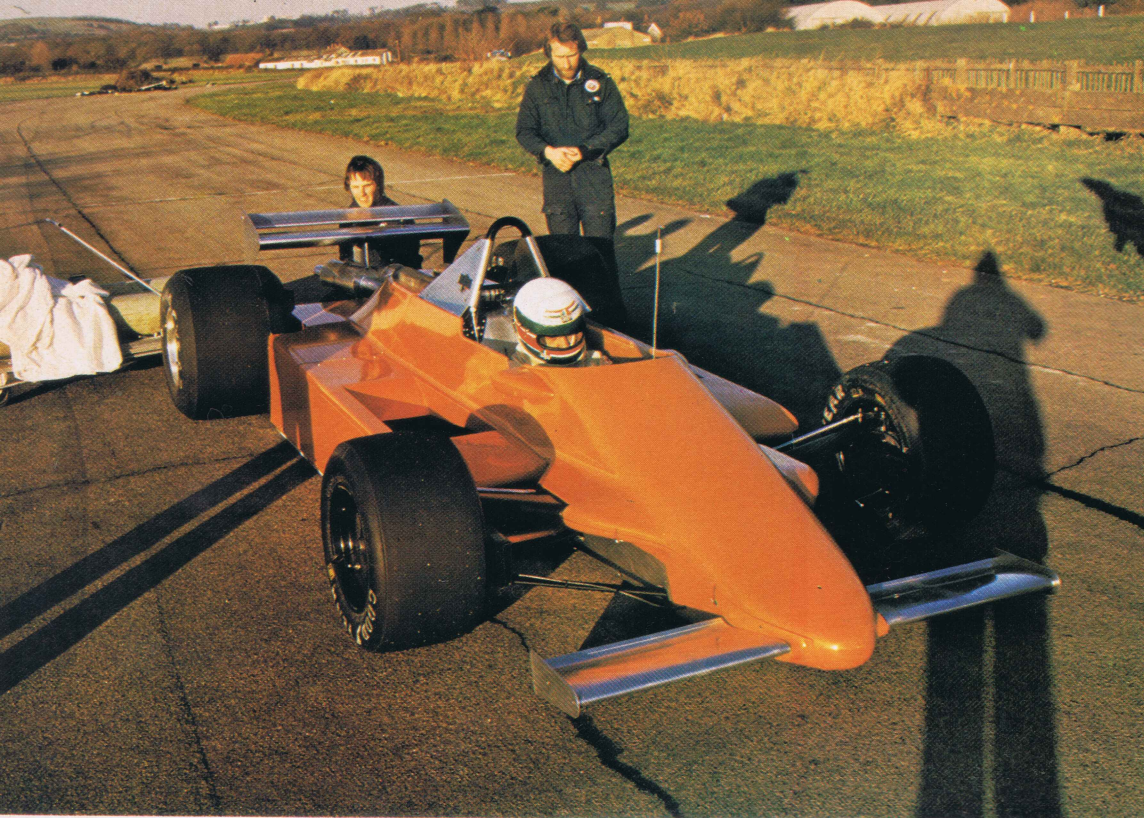
Not surprisingly, these three drivers finished 1-2-3 in front of locally driven F 5000 s.

Giacomelli tried hard but ended up in the wake of Jones's car.

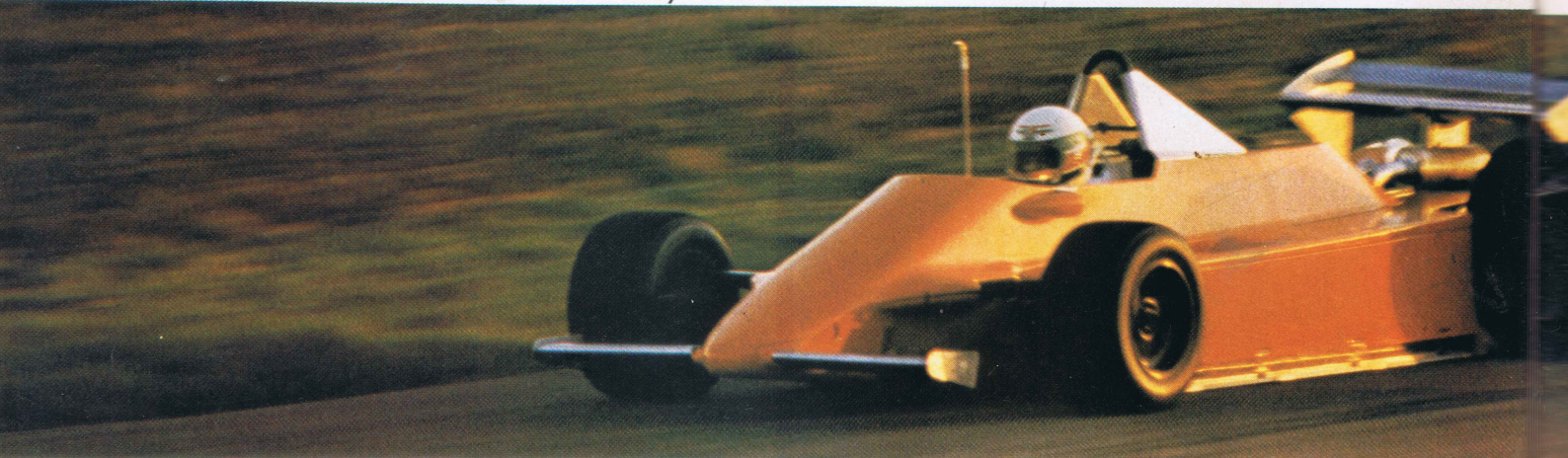
The Williams driver took the lead at the start but Bruno soon got past. Bruno held on to the lead in spite of pressure from Alan, but then gearbox trouble and a slow puncture allowed Jones back into the lead, leaving the Alfa Romeo in second place.

Pironi, in the F 5000 Elfin which he drove for the first time that weekend, was never really competitive with the two Formula One cars, but he impressed the spectators. He drove through the field to third place, but it was scarcely one of the most satisfying races in his career.





March are re-entering Formula One with Teo Fabi under the RAM Racing banner. Robin Herd is ambitious but he needs money for the team.



THE SEASON TO COME

Which drivers in which cars ? using which tyres ? conforming to which regulations ? where and when ? A lot of questions and there aren't many answers about. Some question marks have disappeared during the off-season, but a lot of questions remain unanswered. Goodyear's sudden withdrawal has now added to the confusion. People have bought their air tickets to Argentina but no one has reserved his seat on a particular flight on a particular day.

ONE of the biggest events during the off-season war was the announcement of the FOCA-backed championship ostensibly organised by the World Federation of Motor Sport. The championship had managed to receive the backing of a number of circuits through FOCA, but then it ran into legal problems, and FOCA said they would no longer support what was basically their own

championship.

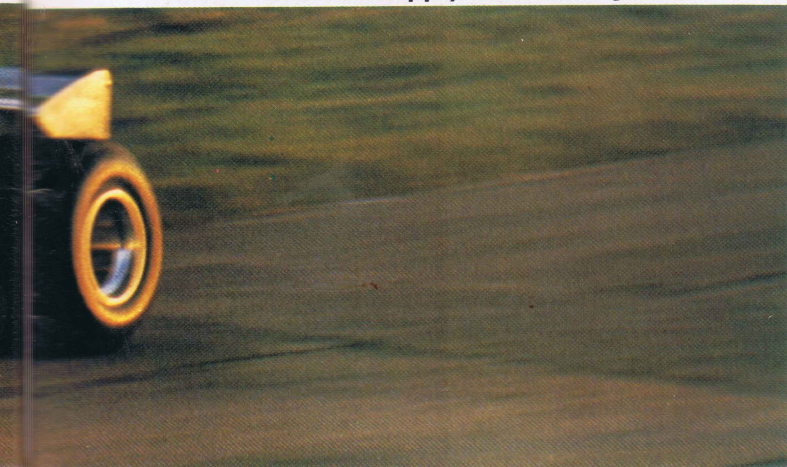
So FOCA had to go elsewhere and they decided to race with FISA, which meant that they also recognised the new regulations imposed by the governing body : the banning of skirts, driver protection, increase of minimum weight by ten kilos to 585 kgs, and the restriction in tyre size.

The fact that the FOCA members were already starting to talk in terms of cars without skirts

already marked considerable concessions by them, while FISA resolutely stuck to their guns. But because of that, Ecclestone and his members are asking for a delay in the calendar in order to implement those rules. « *We don't have any cars without skirts. We must study our cars aerodynamics and cooling systems for these regulations.* » FISA's constructors don't agree with this argument : « *wrong* », they say, « *most of them have already tried cars without skirts. We know that for a fact.* » FOCA ignore this argument : « *anyway,* » they say, « *Renault and Ferrari have cars which are fitted with skirts. They could take part in the first couple of races using skirts. Talbot-Ligier could easily use a Ligier JS 11/15. They're fitted with Ford engines ? Well, Talbot were going to use cars fitted with BMW engines, so why not Ford engines ?* » But the FISA constructors fear that this argument is part of a trap. They think that if the season starts with skirted cars, it will merely delay the moment of truth, the moment that a fresh crisis breaks out. Another crisis, more delay and more hassles until the end of the season. However, if this delay is refused, then FOCA as a body could pull out of the Argentine event on January 25 and the inevitable subsequent fiasco would put the ball in FOCA's court. « *There you are,* » they could say, « *you need us. We're obviously right. Here are our conditions.* »



Michelin are in demand during the off-season : they could well supply the whole grid in 1981.



The wisest thing to do would be delay the start of the season by a month, then everyone would have to run under the new regulations once the season got under way. Such a compromise wouldn't be entirely fair to Ferrari, Renault and Talbot-Ligier who have spent most of the off-season building and in some cases testing their 1981 cars. It may be slightly inconvenient but that would be relatively minor considering the major problems that Formula One would suffer otherwise. Alfa Romeo might well welcome a month's delay as their skirtless car doesn't really work at the moment.

The most recent news, as we went to press, was that the Argentine Grand Prix had been delayed by a month and the curtain would raise for the 1981 season on February 22... should everyone agree.

PROST AND THE LAWYERS

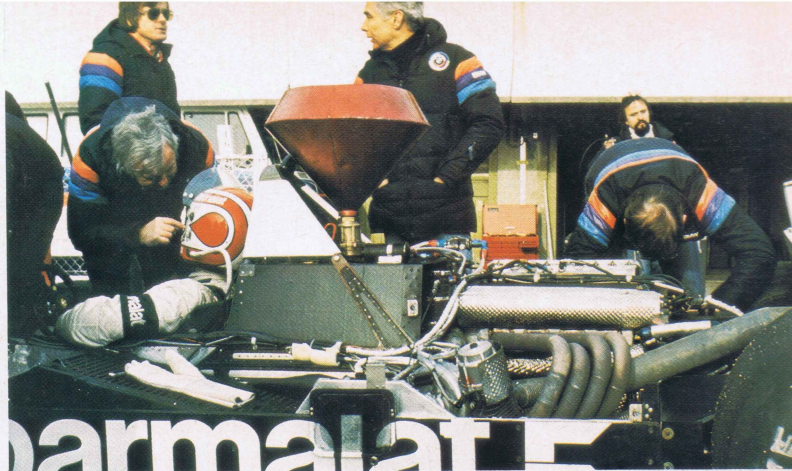
Rivalling the FISA-FOCA dispute as the longest-running off-season story was whether Alain Prost would join Renault. It hasn't been an entirely happy story but the outcome is that the promising young Frenchman has indeed signed with the Regie. He put pen to paper on December 5 which swiftly precipitated events involving McLaren, Renault, Prost himself and

lawyers acting for everyone. It wasn't a simple transfer. It brought to a head a long-running feature for Prost, a period of uncertainty which began as long ago as the end of last February when he was first approached by the competition.

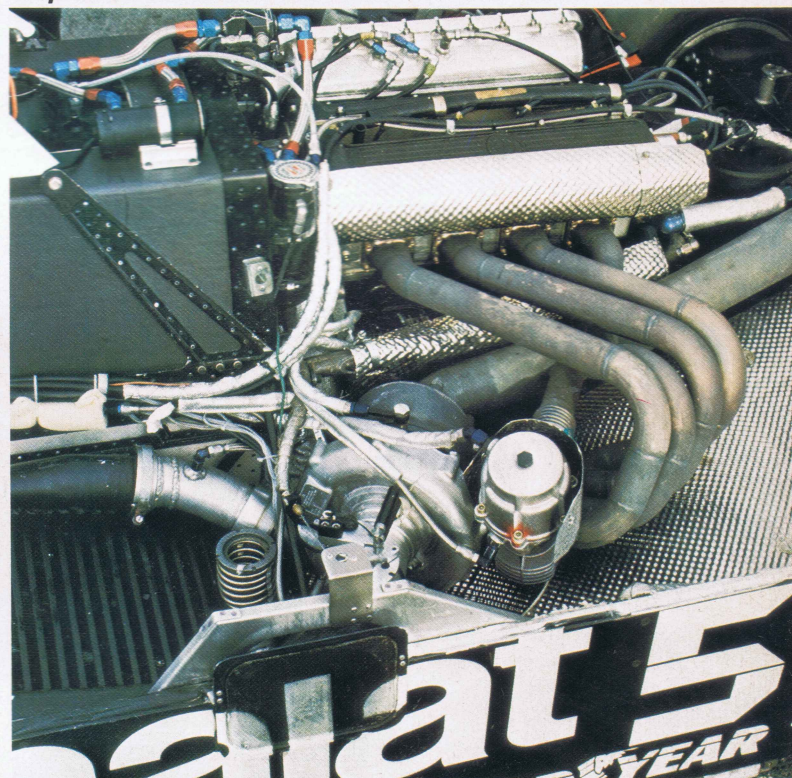
Teddy Mayer had strung out the whole affair, and strictly speaking, he still hasn't freed the French driver. This is what he had to say when he heard that the Frenchman had signed for Renault : « *We'll see one another in court.* » Whatever the outcome, after the amount of bad feeling involved, it is hard to see Mayer and Prost working together again.

Remember that Gerard Larrousse quickly freed Jean-Pierre Jabouille from his recently signed contract last September, which earned him bitter criticism from other team managers. It's hard to work out which is the most important in the efficient world of Formula One : respecting a contract or working well within a team.

Prost's departure leaves a seat free in the McLaren team. This could well be filled by young Andrea De Cesaris who would join John Watson, the Irishman's place being saved thanks to his end-of-season performances. There are a number of other confirmed driver pairings apart from Arnoux-Prost : Jones-Reutemann at Williams, Laffite-Jabouille at Talbot-Ligier, and Andretti-Giacomelli at Alfa Romeo. Hector Rebaque is thought to be in line



Turbos are making progress on various fronts. The four cylinder turbo BMW engine is making constant improvement in the Brabham.



for the second Brabham drive alongside Nelson Piquet. Elio De Angelis will be the number one driver with Lotus, and could be teamed up with either Jarier or Mass, the latter seeking a change of team as apparently he hasn't been paid by Arrows this year. Jackie Oliver's team no longer has a sponsor, but they want to keep Riccardo Patrese although the Italian's name has been strongly linked with Osella among others. There's a spare place in the ATS team alongside the reprieved Surer which could be filled by Lammers, Tambay or even Mike Korten. Rosberg has signed with Fittipaldi but with Emerson retiring, there should be another seat vacant there. Finally, it doesn't look as though there'll be an Ensign team next year. On the other hand, there will be teams from March, Toleman and BS Fabrications.

MARCH : A QUIET RETURN

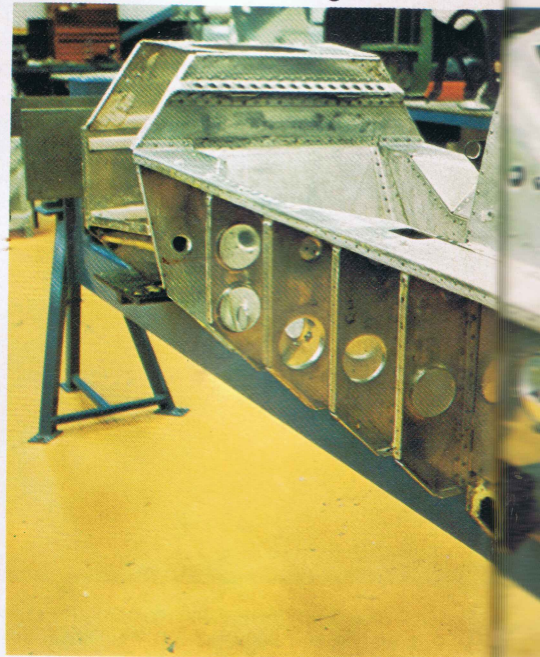
If and when March returns to Grand Prix racing, there will be none of the fanfare that accompanied the arrival of their ambitious team in 1970. Between that flamboyant debut and the withdrawal from Formula One in 1977, March cars won only three Grands Prix, and one of those was the rain-shortened « half points » Austrian Grand Prix 1975. Indeed, March boss Robin Herd — the only



Alain Prost drives the 1981 specification Renault RE 20.



Toleman's Formula One car will have Two car, but the Hart engine will



remaining member of the famous quartet which founded the firm in 1970 — has made every effort to keep the new car, the 811, as secret as possible. It had completed almost 700 miles of testing in the hands of March Formula Two team leader Teo Fabi before the first photographs of the car were released.

The 811 itself is described as a « conventional » car. It has done all its testing, at Goodwood, with 1980 — style skirts, mainly in order to compare it with the performance of existing cars. It is, of course, fitted with the Ford DFV engine which powered all previous March Formula One cars, and although March will be competing in the 1981 Formula Two races with Pirelli tyres, for these tests at least it was running on Goodyear rubber.

No drivers have yet been signed for the new car, but it is well known that Herd favours Fabi. The car, designed under Herd's supervision by Alan Martens and Paul Brown, was built at March Engines, the Oxford-based division of the company which was responsible for the BMW M1 sports car unkindly dubbed « the lorry » when it appeared in 1979. It will be maintained and entered by RAM Racing, the north London team which is owned by British entrant John Macdonald.

Finding sponsorship is in the hands of ex-

Formula One driver Guy Edwards, « Mr Sponsorship » himself. In the present climate, however, Edwards faces a task which must appear exceptionally difficult.

B S FABRICATIONS : CAUTION

The name of BS Fabrications Ltd of Luton is well known in British motor racing mainly for the high-quality fabrication work which the company undertakes for most of the British constructors. For two years, in 1977 and 1978, they also looked after the McLarens raced by American Brett Lunger, and in 1980 they maintained the « star » BMW M1s for the Procar Association.

Perhaps the most successful car with which BS has been associated, however, is the Chaparral 2K Indy-car, designed in England by John Barnard (now with McLaren International) and built in the BS workshops.

The company's boss, John Woodington, decided to go ahead with a Formula One car towards the end of 1980, and by the beginning of December it was taking shape although far from complete.

Still unnamed (« we'll give it a name when we find someone to sponsor it » says Wooding-

ton), the chassis is based on another Indy-car (not the Chaparral) which was designed in 1979 by ex-Hesketh engineer Nigel Stroud before he went to Lotus as a development technician. It is interesting to note that the two Whittington brothers, Bill and Don, the Americans whose Porsche won Le Mans in 1979, are now talking to BS about building the Indy version of the car for the 1981 '500.'

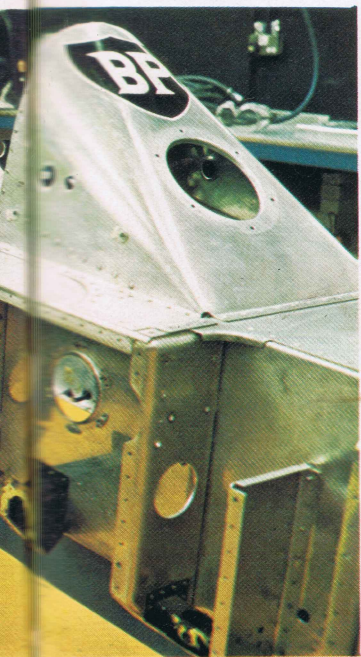
In Formula One guise, the « BS » has only minor differences in details such as the shape of the monocoque, the rear suspension and fuel tanks. « Otherwise it's an Indy car », says Woodington : « very small and neat. » The first car, which won't be ready until the South African Grand Prix, will be to « skirtless » configuration if necessary.

Several drivers have been to see the extensive BS workshops, which thanks to the BMW work are busier than many similar establishments in Britain. Woodington admits that he's only interested in talking to a driver with plenty of money, which makes Argentina's Ricardo Zunino the current favourite. If, however, there is no money (or equally important, no tyres), then BS Fabrications will have its other work on which to fall back.



the same monocoque as their Formula be turbocharged.

The skirtless Ligier has been fitted with new side pods, front nose fins and Michelin tyres. Laffite had forgotten his helmet so Prost lent him one.



Mario Andretti says that Alfa Romeo will win races next season.



Eddie Cheever has left Osella to join Tyrrell. He's the only driver under contract to Ken.

BAD-YEAR

Apart from the political problems, the date change for the first Grand Prix to February 22 could well have another fortunate consequence. It will give Michelin time to produce enough tyres to supply the entire Formula One grid.

Goodyear threw the entire world of Formula One into disarray when they pulled out of Formula One and all European competition. Although the announcement was very brief, one must imagine that their pull-out was due to the conflict within Formula One. But another reason for their withdrawal could well be the disappointment of not being able to equip Renault next year.

Renault tried Goodyear's tyres in comparative testing at Paul Ricard and were sufficiently impressed to be willing to sign a contract. But the chauvinist arm of the French government stepped with the order « Buy French » which put an end to Renault's intentions.

Once Goodyear's withdrawal had been judged to be more than just a political bluff, everyone began to look to Michelin for tyres. Their Clermont Ferrand factory turned out so many tyres last year during their battle with Goodyear that they are obviously capable of supplying the

whole grid with tyres. FISA officially have asked them if they can take on the job. However, at the time of writing, it was still unknown as to whether the Michelin management were able to give the green light to the operation. They could ask for an exclusive deal to supply Grand Prix racing.

TOLEMAN: THE NEWCOMERS, BUT WHEN?

Britain's first 1.5 litre turbocharged Formula One engine burst into life at Goodwood on December 9. Installed in one of the works Toleman TG280 chassis which have dominated Formula Two this year, it competed 47 trouble-free laps of the Sussex circuit. Its driver, Formula Two champion Brian Henton, reported a speed of 178 mph on the Lavant straight of the disused circuit, and described the car as « fantastic. » But despite Pirelli's promise to provide the team with radial ply racing tyres whenever they need them, there can be no fixed plans to race the Toleman turbo until a sponsor has been found. A spokesman says that « we will carry on with the project as a development exercise - and hope to secure the finance later. »

Although the Toleman Group is large (its main business is the transportation of new cars from port or factory to vehicle distributors), and has been able to sponsor the team Formula Two, it doesn't have the resources to race in Formula One. Engine wizard Brian Hart, the ex-Cosworth engineer behind the champion Formula two engine and its turbocharged Formula One version, calculates that a budget of £1.1 million would be needed to build and maintain a full complement of engines for a serious Formula One programme.

Toleman managing director Alex Hawkrige, himself a successful one-time Formula Ford driver, believes that the only method of raising the money will be to secure two sponsors for the team, one to support the engine programme and the other to pay the running costs of the two cars which he wants to run for Henton and his 1980 teammate Derek Warwick. But finding that money is proving extremely difficult, especially when some of the sponsors who have been approached are being offered two-car Ford Cosworth teams at less than half the cost of the much more expensive turbo-Toleman.

« Our advantage is in the long term, » say the Toleman personnel. « We think that turbocharging is the way to go in Formula One, and we want to prove it. » □

Does anyone really know the new world champion ? By no means as enthusiastic away from his car as he is when he's behind the wheel, Alan Jones doesn't have the aura of a natural-born public hero. Lacking the caprices of a Hunt, or the zest of a Laffite, less « public » than a Stewart, less enigmatic than Lauda, the image which racing fans have of him is that of a dedicated driver, concentrated and above all ready to give everything he's got. Few people know any more about him. To persuade him to share his joys and hopes, his enthusiasm and his sense of humour, you must first get his confidence. In this portrait, we think we have captured some of these elusive qualities in the personality of Alan Jones, who is revealed as a delightful and happy person.

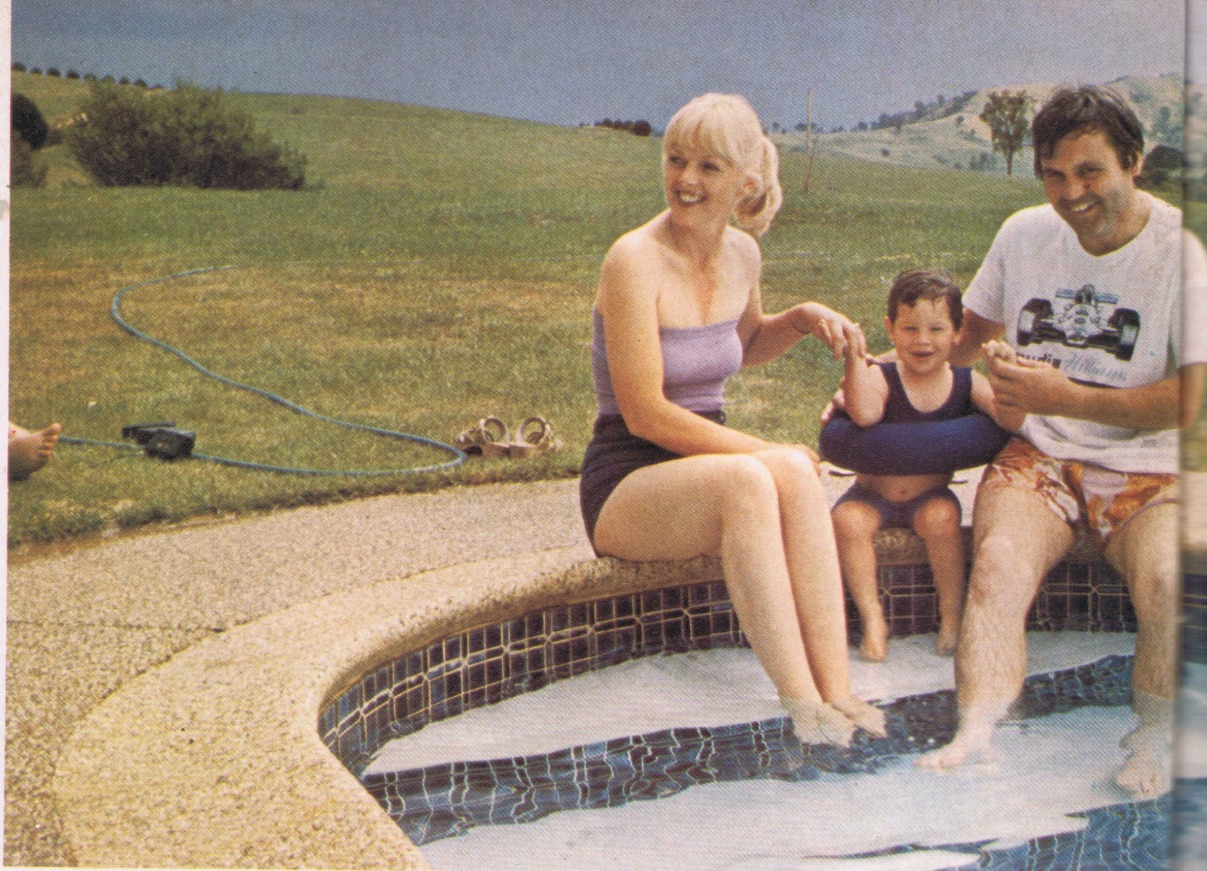


THE UNKNOWN SIDE OF ALAN JONES

by Mike DOODSON



Alan Jones attaches great importance to his family life. During the off-season, he spent a brief period at his new farm in Australia.



SHORTLY before leaving his London home en route to Montreal and the Canadian Grand Prix, Alan Jones received a letter from a man who had a car to sell. Despite the fact that Alan's time was more than occupied with preparations for this most decisive race in his career, the letter clearly worried him. The car, a Maserati 250 F, had been bought new from the factory in 1956 by Stan Jones, Alan's father, and Stan had raced it to victory in the 1959 Australian GP.

The seller wanted £ 85,000 for the Maserati a high price even for one of these classic racing cars. « *I don't think I shall pay that sort of money,* » said Alan. But the fact that the car was available — and the nagging fear that someone else might buy it — concerned him more than it should have done. For the Maserati represented something special to Alan, a memory that remains precious to him even now.

Stan Jones died in England in 1973, no longer the wealthy Victorian farmer that he had once been, broken physically by a stroke which had paralysed him in 1970. His body went back to Melbourne for burial, but Alan didn't go with it. Instead, the coffin also carried a laurel wreath, Alan's reward for his first-ever Formula 3 victory.

It had been Stan Jones's dream that his son should succeed in racing. Stan himself, with a generosity and enthusiasm that proved to be his financial undoing, started rich and ended poor, with all the family's possessions — a farm and a Holden dealership near Melbourne — having to be sold to settle the debts. In the end, not even the Maserati could be passed on to Alan. Not surprisingly, Alan's life has been dedicated to reversing the family misfortunes.

« *It is not commonly known that my father was a very wealthy man in Victoria, so money was not completely unknown to me. It is even worse when you've been accustomed to money and then your father goes broke and you move to a strange country. If you have never had money, you don't miss it. But when you have it, and it's suddenly taken away from you, it is twice as bad because of all the psychological hang-ups.* »

For five years now, ever since his racing started to generate a regular income, Alan has steadily been acquiring interests around the world in property. Among his investments are a house in Rancho Palos Verdes, an exclusive suburb of Los Angeles; two apartments and a house in Kew, Melbourne; a lakeside residence near Geneva (which he is still waiting to move into); and a thousand acres of farmland — more than his father ever owned — in the State of Victoria. He describes the farm as his « *escape hatch,* » a retreat where he can go if the political troubles of the world (or of motorsport!) become so serious that he isn't able to race again. « *We have everything on the farm.* » He says: « *We can grow all the food we need to eat... just so long as the crops keep growing and the animals carry on making love to each other.* »

He is self-indulgent in one thing only. He loves passenger cars, and he has more of them than he could possibly need just for trips to the grocery. The fleet is constantly changing, but to give an example of Jones's catholic tastes it is necessary only to mention that in Los Angeles at the end of March 1980 there was a Jaguar XJ12, a turbo-Porsche Carrera, a Ford station wagon, a Mercedes 6.9 and a big American motorhome.

In Europe, meanwhile, there were even more cars: another Jaguar XJ, a Range Rover, a Volvo station wagon and a BMW 323. Tucked away in the garage at the bottom of his garden in London, Alan had stored a classic pre-war MG sports car, while being looked after on his behalf in Gloucestershire were no fewer than four classic Ferraris. Rather sadly, Alan is having to consider selling the Ferraris because family commitments (his son, Christian, is now two years old) make Ferrari-driving much less practical than it once was. Needless to say, however, selling the cars invariably makes a profit.

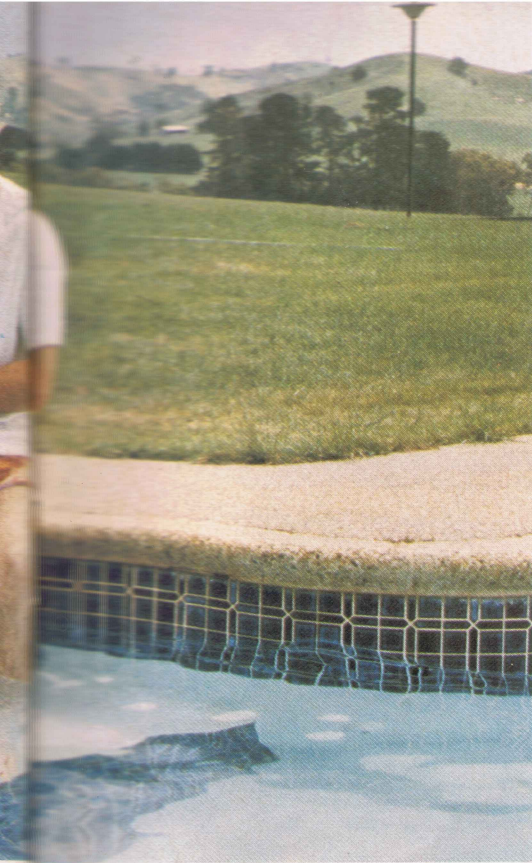
EARLY in his F1 career, there was a tendency to under-rate Alan Jones' ability as a driver. He had been stuck in Formula 3 for three or four seasons — far

longer than later rivals like Fittipaldi, Scheckter or Peterson — and it wasn't until he was given an opportunity to race a Formula Atlantic March in 1974 that he was able to show what he could do with competitive well-prepared machinery. When the owner of the Atlantic car, English businessman Harry Stiller, cancelled the Formula 5000 March which he had ordered for Alan to race in 1975, it looked as though the ambitious Australian was out of a drive. Already heavily in debt, he reconciled himself to making a success of the second hand car business which he had set up in London with fellow-Australian Brian McGuire. Ironically, McGuire later became the first man ever to win a race (a ShellSport championship Formule Libre event in 1977) with an F1 Williams. Sadly, he was killed driving the same car in a later race at Brands Hatch.

One day, early in 1975, Stiller phoned Alan with some stunning news. Instead of the F 5000 project, he had decided to embark in Formula 1. Would Alan be available to go to the Hesketh factory to be fitted into a car in readiness for the non-championship International Trophy race at Silverstone?

Alan was on his way north almost before Stiller had put down the phone. He finished 5th in the Silverstone race, driving with a calculating smoothness which was to prove deceptive. In the next two years, first with Graham Hill's Embassy team, and later through two difficult years with Surtees, the reputation which he was to acquire was that of an « *honest workman* » rather than a « *press on* » driver with the ability to throw a car spectacularly through corners. Yet it was this « *reserved* » style, adopted as a necessity through the years when he himself paid the bills to keep his F3 car running, that was to mark him.

EVEN today, there are observers who will not admit that they were wrong about Alan Jones's ability. Yet Alan Jones won more Grands Prix in 1979 than anyone else, and he did it again in 1980. He fully intends to repeat the performance in 1981, and to become the first man to win the world championship in consecutive years



A barbecue in the back yard : the simple life for a man who can rarely enjoy it.

since Jack Brabham in 1959 and 1960. He particularly resents the suggestion that driving a wing car is somehow easier than handling one without skirts. He denies that the Williams FW 07 flatters his style : *« Some people say that I'm more adept at driving a skirt car than any other. But don't forget that in 1978 and early in 1979, I drove the Williams FW 06 — which was probably the quickest « conventional » car ever built — and I had some good races with it, often being competitive against ground effect cars. And my style of driving hasn't changed since then. »*

Experience and self-confidence have, if anything, made him more spectacular to watch than ever before. British spectators will long remember the two perfect practice laps at Silverstone in 1979 that gave him pole position. Other memorable races include beating the Ligiers at Ricard this year ; almost catching Jabouille at Osterreichring ; and the masterly, thrilling US Grand Prix (East) at Watkins Glen, where he effectively destroyed critics imputing part of the blame for the Montreal accident to Jones.

« I can't think of any other driver racing at present who's only really happy when he's sitting in a racing car, » says Charlie Crichton-Stuart, the one-time F3 driver who now acts as « social secretary » to the Williams team when he's not piloting them around Europe.

And the car that Alan likes driving best is the Williams. His confidence in it comes as much from the respect which the team personnel have in each other as in its sheer speed. *« All of us are around the same age, »* he says : *« we're not just team mates, we're friends. We spend time together at the race circuits and when we're at home. »* Nevertheless, he did not allow this sentimentality to come between him and some negotiations with both Renault and Alfa Romeo at the end of 1980.

When the news came out that he was contemplating a move, it had the desired effect of speeding up a personal sponsorship deal which had been taking longer than Alan considered necessary to complete...

He demands a high standard of work and preparation from his team. On the rare occasions when he feels that the standard hasn't been reached, he doesn't hesitate to let them know it, often in terms which he later regrets. When he made his famous mistake at Zandvoort on the second lap of the 1980 Dutch Grand Prix — seriously compromising his championship chances in the process — Williams, Head and the other team personnel were able, for once, to reverse the roles. But it did not hurt their close association, in the motorhome after the race, and Alan took his medicine without protest.

Having such a capable, professional crew behind him enables Alan to forget the dangers of his chosen profession. He clearly doesn't even want to consider these risks : *« The moment I get disheartened or can't sleep at nights worrying about accidents, that is when I will seriously consider giving up. »*

The bad temper that is occasionally seen when his car has let him down does not last long. His team mate Carlos Reutemann takes his troubles home with him and worries over them there. James Hunt used to let off steam in explosions of anger which often proved physically injurious to whoever was close by him. But half an hour after he's terrified an unfortunate mechanic, or shouted at Head, Alan appears from his motorhome with a smile on his face.

THE only bête noire which continues to gnaw away at Alan's sense of good humour is FISA President Jean-Marie Balestre. Rightly or wrongly, he considers that Balestre has demonstrated an indefensible chauvinism in an international sport. He sees Balestre as the man behind the FISA decision to deprive him of his points for the 1980 « pirate » Spanish GP. Above all, he holds Balestre responsible for the 1981 ban on aerodynamic skirts which, Alan feels, threatens his chances of being competitive in the Williams. And he dismisses the argument put forward by Balestre (at the urging of a comparatively small group of predominantly French drivers) to the effect that the current of a « wing cars » are unsafe. Having

had major accidents this year, one during testing at Donington and another in practice at Zandvoort, Alan feels better qualified to comment on this than any FISA official.

There has been an unfortunate tendency to equate Alan's outrage against Balestre with general ill-will against all Frenchmen. This may have arisen during that part of the 1980 season when his most serious adversaries were the two Ligier drivers. But Alan has good relations with all the top French drivers, and after the French GP he openly admitted that there was no fairer man against whom to race than the clean-driving Jacques Laffite.

And while some journalists find him unco-operative and difficult to interview, that is invariably because the journalist has chosen the wrong moment to talk to him. Given the right moment, preferably when he's got a can of post-race beer in his hand, there could be no more co-operative driver to talk to. But he will not allow his good nature to stand in the way of winning a second championship in 1981. Is that being big-headed ? *« The truth is, »* he insists, *« that I am becoming more single minded as the pressures grow. Because of this, I am shutting people out. I don't care if they don't like it. Primarily I'm in this business to win Grands Prix. If someone was prepared to pay me my retainer for talking to the press, then I'd be only too glad to take it. But I'm paid to drive a car, so I'd rather be good at that. »*

« In Formula 1, you must want to win very badly, you must want to beat the other guy. I don't care what the popular press or the man in the street says. And it doesn't matter what I'm doing in a car — tyre testing or racing — I have to be the quickest. It is to feed my own ego, because I must believe that I am the quickest. When that drive stops, I'll get sick of racing. » □



HOW FRANK WILLIAMS FOUND SUCCESS

It's taken only two seasons, perhaps less, to reverse Frank Williams's fortunes, and to change his reputation completely. He's passed from anonymity to stardom, from the back of the grid to the front, from loser to winner. Has this success changed Frank? Only in strengthening his convictions regarding two principles: discipline and his respect for English tradition. But as much as anything, his success has increased his ambition.

by Eric BHAT

Frank Williams is only interested in the future. His office contains only a series of photographs and two cups to remind him of the past.



Frank Williams and Patrick Head: their success is based on mutual understanding and respect.

THE evening after the Spanish Grand Prix in 1979, just over a year and a half ago, Frank Williams was the same man that everyone had known for the past few years. His team was already showing signs of true professional promise, but he was still regarded as the hard-tryer, respected as being Frank Williams, without necessarily being admired. He was a regular rather than a prime mover of Formula One. « Frank's brave and enthusiastic » people would say within Formula One. Their comments were laced with irony, for they rarely admitted what they thought of the Williams team.

Recently, Frank had built around him a promising-looking team, one that would ultimately achieve success, but which still wasn't wholly respected at that time. He still hadn't had very good results, but the main problem was that he was still victim of his unflattering past. People who have won races are always remembered as winners, leaders, even geniuses. But in his ten years of racing, Frank had never been a winner, nor a leader, nor a genius. His image was one of a team-manager who specialised in chasing sponsors. His principle merit was perseverance over the past ten years, in spite of a lack of success and financial set-backs. He just kept going on and on. People respected

this determination which is why, every now and then, he was warmly congratulated on the occasional and lucky good result. But on this evening after the Spanish Grand Prix 1979, Frank Williams and some of those close to him, knew that this heroic yet frustrating era had begun to end. That reputation of loser was soon to change. He was about to move over to the winner's circle, to become one of the powerful front-runners. And this time it was no illusion, he knew that he would soon be winning Grands Prix.

Just by chance, we met Frank in his hotel on the road to Madrid's airport while he was preparing to leave for England. Neither Alan Jones nor Clay Regazzoni, the two Williams drivers, had picked up a good result in the race. But those of us who had stopwatches, and Frank was one of them, knew that after stopping in the pits, Alan Jones was the quickest man on the track. And he was fastest for quite some time. Later, he was to lose that fastest lap, but the car had certainly shown promise. It was the Williams FW 07, the first wing car designed by Patrick Head. After testing, the car had shown well in its first race, proving that it was well designed. Which is why, in spite of the lack of result, Frank was in radiant mood. « Did you see Alan's lap times? » he asked us. « He was the fastest man on the track. The car's going to be good. » Perhaps he felt that day had

been the turning point in his own sporting career, the final corner before the straight line to success.

Alan Jones dominated the Belgian Grand Prix, but was robbed of the race. And a month after the Spanish race, Frank outlined his future plans at Monaco. « *We had just one car last year. This year I wanted to run two cars in order to gain experience for winning the World Championship in 1980.* »

He spoke with quiet assurance, uttering the words as though they were obvious. He wasn't boasting, he said the words with conviction, fully conscious of what he was saying. He announced his programme as fact, coldly and analytically. One's first reaction was to pucker one's eyebrows and wonder what he was talking about. The World Championship? Poor old Frank had never even won a race up to that moment. But one had to take into consideration recent races. Clearly Frank's cars were going better than ever. One had to admit that it wouldn't be long before he would be winning.

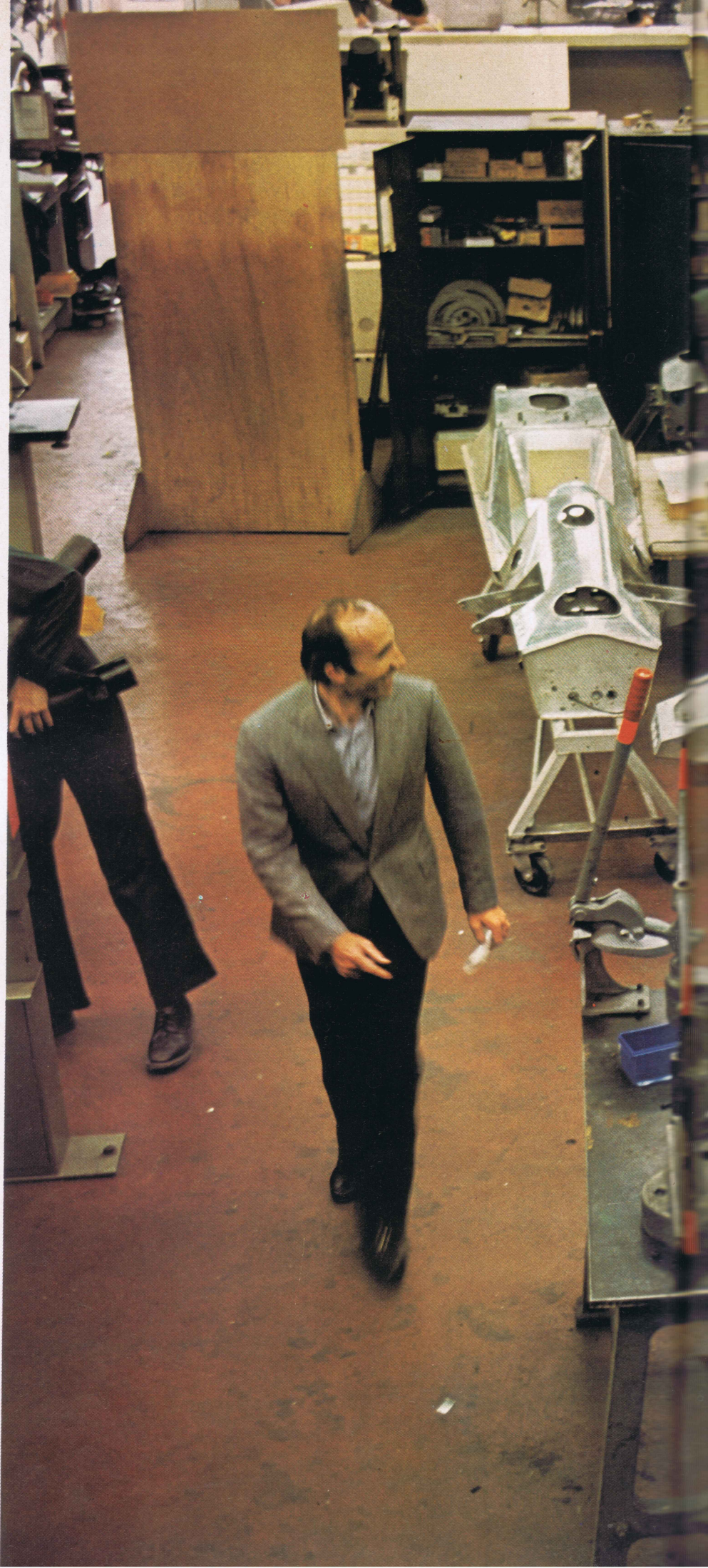
And while some may have mocked his long-sightedness, we now have to admit that he was right. Ever since that day in Monaco, the Williams FW 07s have been dominant, winning Grands Prix, and of course, the 1980 World Championship. They've won twelve races (including the « non-championship » Grand Prix in Spain). Alan Jones won the World Championship, while Carlos Reutemann finished in third place. The team won the Constructors Cup with almost twice as many points as the second placed Ligier team. The Williams team were without doubt the best Formula One team in 1980.

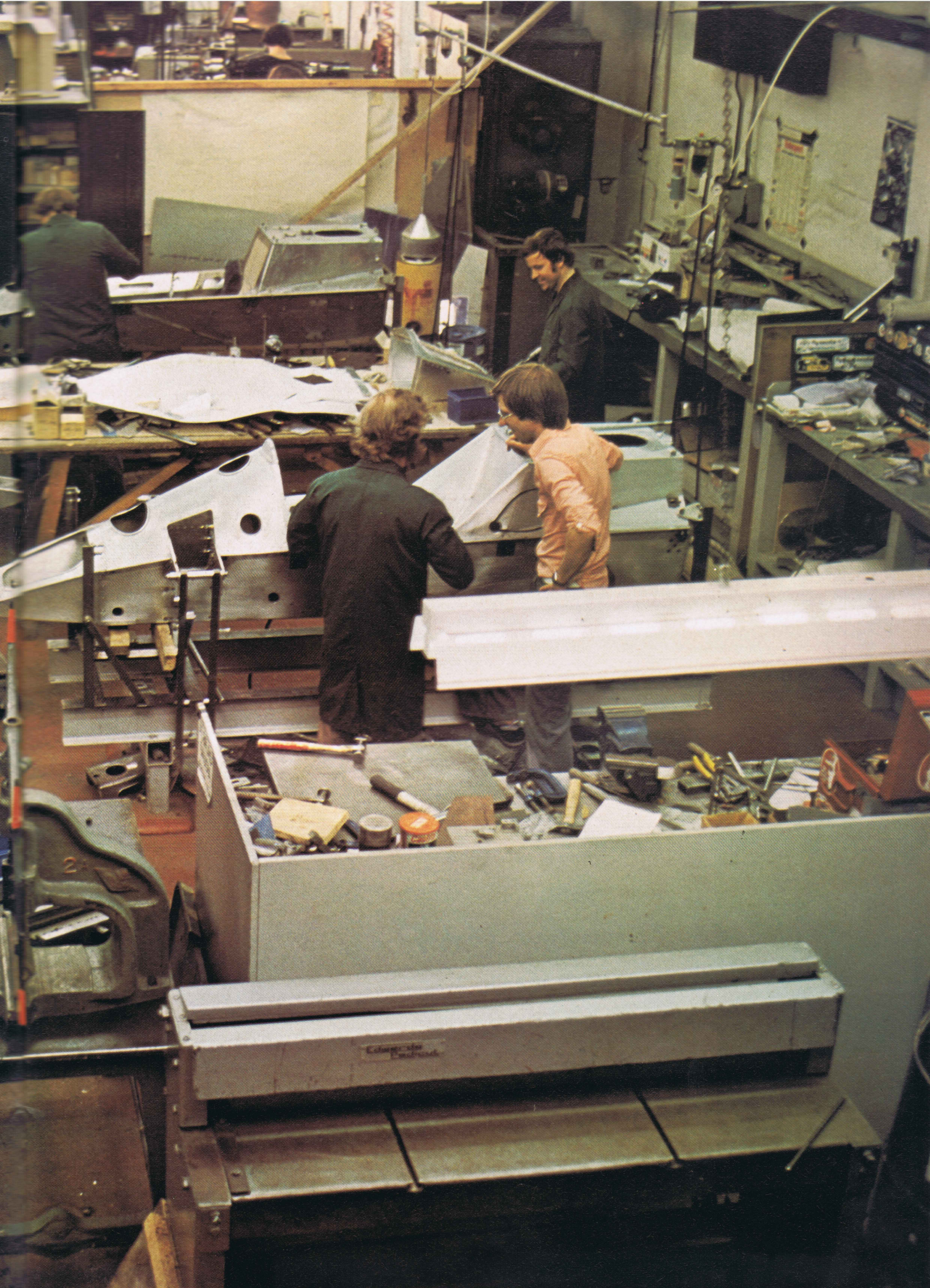
SO it wasn't the same Frank Williams that we went to visit at his workshops in England. We weren't just going to Didcot to visit a workshop, but to visit the World Championship winning team. We wouldn't be asking Frank how he raced, but how he won.

However, his own office is neither pretentious nor intimidating, neither comfortable nor cold, luxurious nor austere. The room is functional and uncluttered. Frank has only two cups to gaze upon. One, he won himself in a running race around Monza in 1973. The other marks Jacques Laffite's second place in the 1975 German Grand Prix. That's not a lot of cups after twelve seasons of racing, including two particularly successful years. « *I don't care about cups,* » said Frank, « *the past doesn't interest me.* »

A series of photographs on the wall reminded one of the hard times. « *We went through a long and difficult period,* » admits Frank, « *but these days are just as difficult, although in a different way. We're now competitive, OK, but it's hard to remain on top. When we took the lead of the World Championship this year, I said to myself that things could still change. I thought that the World Championship would remain undecided until the final race. We had to stay on top. After we won the British Grand Prix, a lot of people said that we were going to win the Championship. I spent my time here at the factory, reminding each member of the team that there were still six races left, and that they'd be six races that would be difficult to win, and very easy to lose.* »

No one would deny that winning the World Championship requires a great deal of effort and support, as much in organisation as in technical resources. All the same, it has to be better to be fighting for victory than to be struggling to qualify, occasionally picking up a miraculous second place. But Frank virtually refuses to recognise the fact. He doesn't see his current success as a revenge





for the years of struggling. « *I'm one of those people who never looks back. I learnt a lot in the lean years. I'm not rubbing my hands with glee nor feeling self-satisfied because those days are over. I'm trying as hard as I did before. What happened then is of no importance now.* »

It was here at Didcot in Oxfordshire that everything start - or rather restarted - one day in March 1977. It was a new life in a new place with a new staff who had renewed hopes. Frank had just parted company with his former sponsor, the Canadian millionaire Walter Wolf, who had progressively bought up Frank's team.

Finally, Frank had been offered the inglorious and scarcely exciting post of administrator within the team. In a way, Frank Williams had been squeezed out of the team that he had formed.

There was nothing for it but to start again, once again proving his enormous enthusiasm for Formula One. He needed that enthusiasm, for after the ups-and-downs of Frank Williams, many other people would have pulled out of Grand Prix racing. There was the death of his good friend and driver Piers Courage, the failure of the Politoys, the disappointment of the Iso driven by Arturo Merzario, and constant financial problems. And having survived that, to be booted out of the team that he formed must have seemed like the final straw. During these long and difficult years, Frank had to keep his wits about him.

He used all his skill and guile to keep himself in Formula One. He didn't always pay his drivers what he owed them, and he had to wangle parts out of suppliers, but he stayed in Formula One. « *I never dreamt of quitting,* » he told us when we visited him. « *I never thought of anything but Formula One. My aim was to survive from one day to the next. The future? Winning races? I could only dream about them, they were out of reach. The present was hard enough.* »

When a team manager says « difficult », that can often be translated in Formula One terms as being « expensive ». Frank's financial problems were one long headache. « *1975 was the worst year in that respect. I only recovered at the end of the year after Lafite's second place at the Nurburgring. Iso never paid up normally in 1972, 1973 and 1974. They only paid me half of what they promised me in 1973, and then they paid me very early in 1974.* »

At first, Walter Wolf's support was like a helping hand, rescuing Frank from disaster. But then it began to invade the company. Frank was swallowed up. He took stock, left and started Williams Grand Prix Engineering.

ON March 28, 1977, he arrived at Didcot with six or seven others. Among them was Patrick Head, a little known designer who had also been in the Wolf team but had decided to accompany Frank in the new venture. More than ten years on the tight-rope of Grand Prix racing had been wiped out, but at least they served Frank in that he knew how to bounce back. « *When we arrived at the factory, the walls were dirty, the floor was covered in dust, we had to paint everything. It really was a new start from scratch. We had to do everything. The team was 100 per cent new. It wasn't like Arrows who had a basic team even before they'd started, or like Fittipaldi who bought out Wolf this year. Our's was 100 per cent new.* »

Two months after they moved into the factory, the Williams team entered the Belgian Patrick Neve in a March at the Spanish Grand Prix. « *He brought along half the budget for a*

season, » explained Frank, « *and I found the other half myself, mainly from Saudia Airlines.* »

So began a liaison between Williams and the Saudis which would soon be most fruitful from all points of view. It was support that led to more from Saudi Arabia. « *We did that first season as a private team in order to learn certain things,* » said Frank. « *We bought machines, took on staff and in August of that year, Patrick started designing FW 06 which was to start racing the following season. That first season allowed us to build up the team.* »

There was one Williams FW 06 for Jones in 1978, two FW 07s for Jones and Regazzoni in 1979, and again for Jones and Reutemann in 1980 : three progressive seasons to the top of Grand Prix racing. Patrick Head had been inspired in the conception and development of his cars. The Williams success certainly owes a lot to Head.

While we were visiting Frank's workshops, a sweating and puffing Head bicycled into the yard after a short ride around the block. Surprisingly, in this typically English establishment, the bicycle was French. We pointed this out to Frank who feigned shock and yelled to Patrick, « *do me a favour. Change your bicycle. Buy an English one.* »

Frank Williams is particularly proud of being British. He's English to his boots as they used to say, and that's the way he likes his workforce to be. He expects them to behave with all respect to British traditions and principles. The way he has built up the image of his team is perhaps surprising. « *The team has class,* » he says. « *Personally, I don't want to know about rostrums. If I did, I'd want to take 65 people onto the rostrum with me. We constitute a team and we have to behave as a team. I don't like impulse. We wash our dirty linen in post-race briefings. We say what we want afterwards. It's a rule within the Williams team. An English team has to remain cool, it's the whole team that wins. If one of us jumps in the air, the other 65 have to jump as well. One day, after Alan had won, one of the mechanics jumped onto the track. I reprimanded him. I want just one mechanic on the track when we win, and he's carrying the Union Jack.* »

This little story reflects Frank's determination concerning discipline within the team. Keeping cool isn't just an English necessity, but an essential in the professional world of Formula One. « *Our aim is to win a championship. The glory of winning a race lasts one day. You have to look beyond that. There are three winning elements : firstly, a good design ; secondly, a high standard of fabrication, and thirdly, high quality workmanship on the part of the mechanics. That's no secret.* »

Frank insists on the « class » of his team and is proud of their behaviour, but also of the team's composition. « *All these men are experts,* » he told us as we toured the factory. « *The machinists, the welders, the fibreglass men are all specialists in their own jobs. Patrick is the man to thank for that, because it was he who built up such a talented and expert staff.* »

So now we were back in Frank's office again. From his brief-case on a chair poked a pair of running shoes. Victory at Monza, 1981 ? « *Yes, I still do a lot of running,* » he smiled, « *four or five times a week. I carry my running shoes with me all the time.* » The phone rang, his direct line which bypasses the switchboard. Frank picked up the receiver and promptly launched into a long conversation in perfect Italian with all the lilting of a true native. He manages just as well in

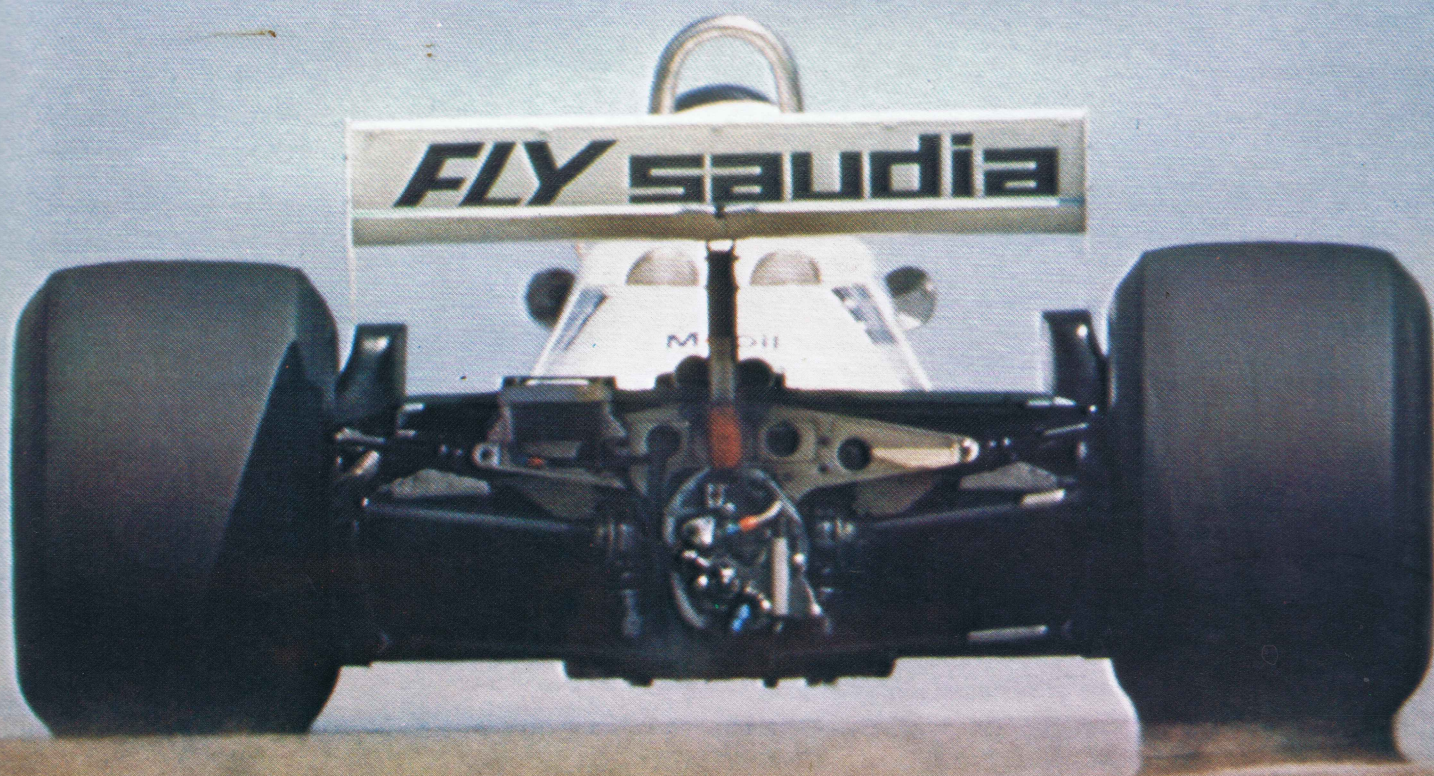
French. Obviously, Mr Williams is a true linguist. « *Now I have to learn Arabic,* » he laughed when we mentioned his linguistic talents. He may not be able to speak in his sponsor's language, but at least he appears to be able to count. The amount contributed by his three Saudi Arabian sponsors, Saudia Airlines, Dallah and Albilad, is considerable. Here is what Frank admits to : « *I spent £ 200 000 in 1977, £ 660 000 in 1978 and nearly a million and a half last year. This year, I've spent between two and three million pounds.* » To the budget from Saudi Arabia is added that from Leyland who may become further involved with the team than purely on the money side.

WHAT is Frank's job within the team that carries his name ? Principally financial it would seem : « *I look for the money,* » he says, « *I have the responsibility of looking for money. I have an expert whose job it is to spend it : Patrick. I'm helped by an expert accountant, and I can assure you that the money is very well controlled.* » What is a typical day for Frank Williams ? « *I don't really have a typical type of day because each day has its different problems. All the same, the team takes up most of my time. My family takes second place. I was in Cannes on the birthday of my little daughter and I forgot to telephone her. Fortunately my wife looks after the children. My job is make sure they live well. When I'm at the factory, my day starts at nine in the morning and I never finish before seven at night. I don't go out for lunch. I telephone around the world. By habit, I keep half an hour in the morning and another at night each day in order to talk with my heads of departments. But Patrick knows more about what's going on in the factory than I do.* »

Patrick : the name keeps cropping up in the conversation. That's because Frank has made Patrick responsible for the technical side of the factory. He's constantly touring the drawing office and the workshops. The factory is made up of two linked units. The first is where the cars are built, under the eye of David Neal who is in charge. The second is where the race cars are maintained. To these two must be added a third unit, situated a few yards further up the road. This is where the research and development department is housed, the responsibility of Frank Dernie. This is also the domaine of Patrick, the brilliant designer who hides his will to win under an ample frame and an apparent overdose of Frank's English cool, yet betrays it with a hard and piercing look. He's calm and thoughtful, practical but sure of himself and his capabilities. He's also very lucid : « *everything is fine within the team at the moment because we're winning,* » he says, « *but all it needs is for us not to win for a little while and things will cool down a bit. The people who win are always talented and brilliant. When they don't win, they've suddenly got every fault under the sun.* » Williams and Head seem to get on very well, even if Frank does say : « *I have an argument with Patrick at least two or three times a week. We stimulate one another.* » But he immediately adds : « *Our partnership is very straight : we like to talk to one another around seven in the evening, when the phone has stopped ringing and everyone's left.* »

Together, with Alan Jones in the driving seat, they've won the World Championship. But don't ask Frank to say how glad he is, because a second later, he'll say : « *Lotus have won 71 Grands Prix. We're only up to 11.* » Frank's insatiable. □

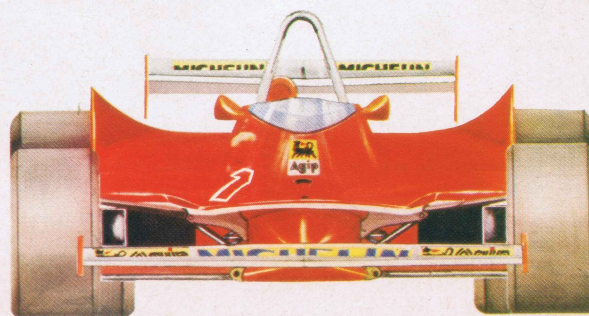
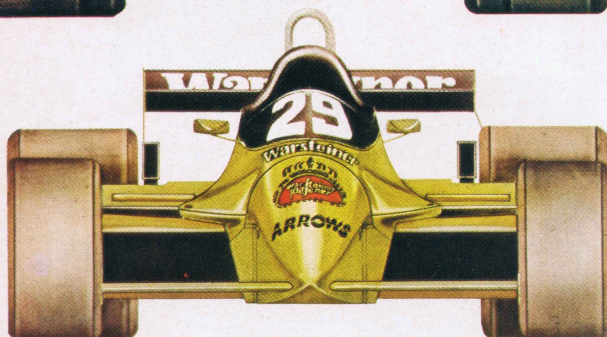
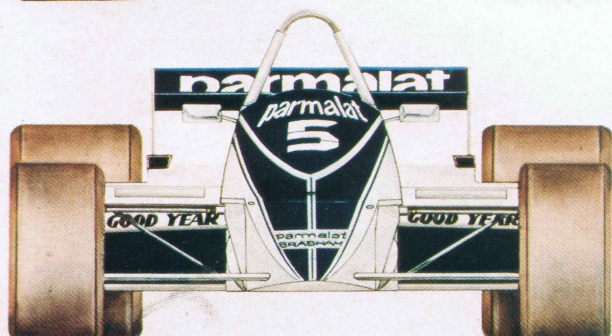
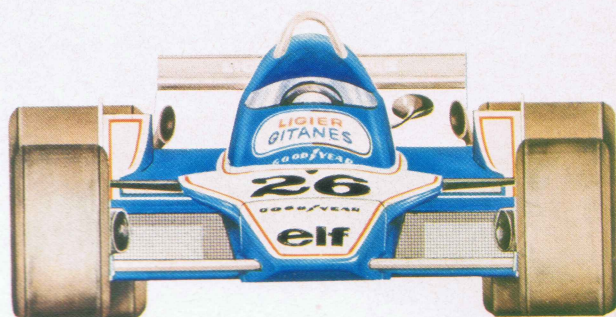
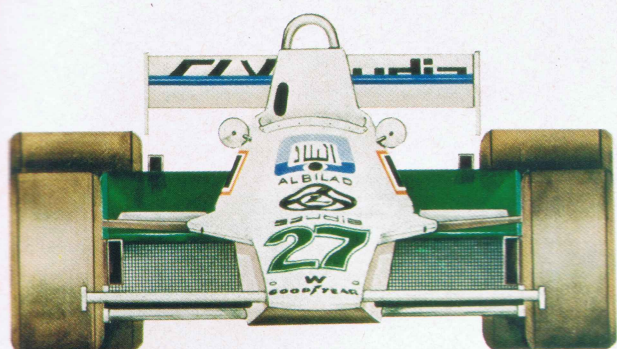
Catching our planes is easier.



Congratulations to Alan Jones and the Saudia-Williams team.
1980 World Champions.

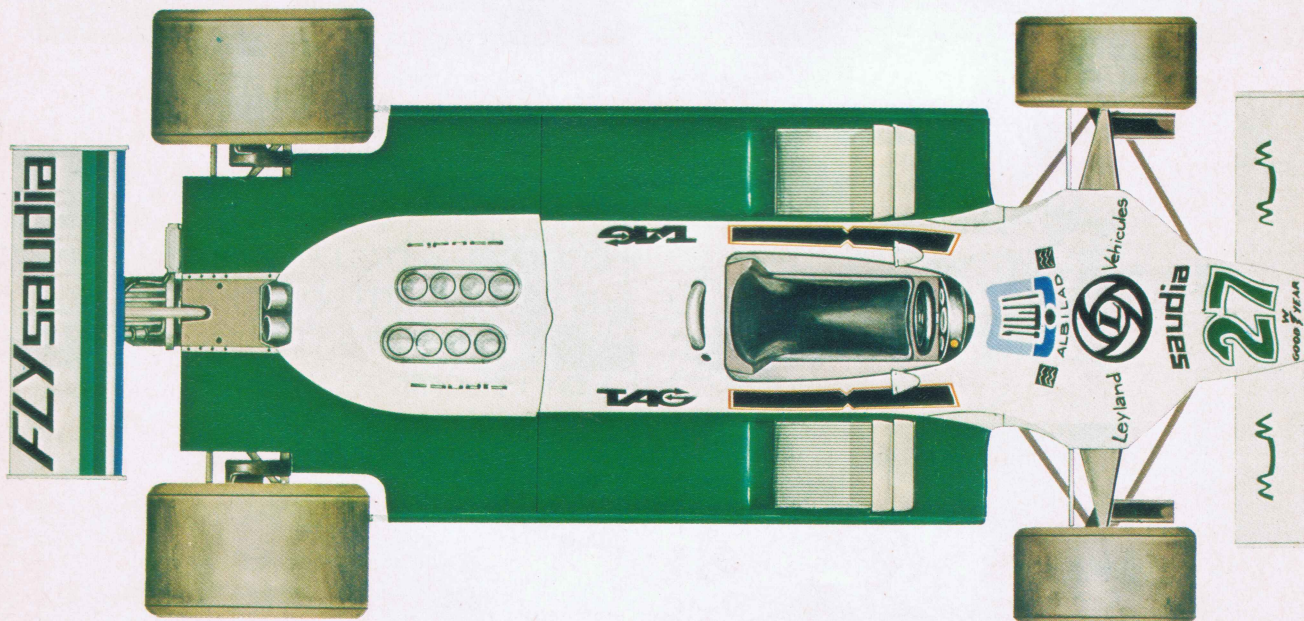
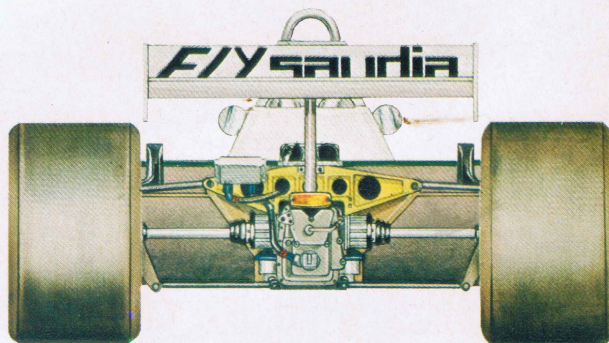
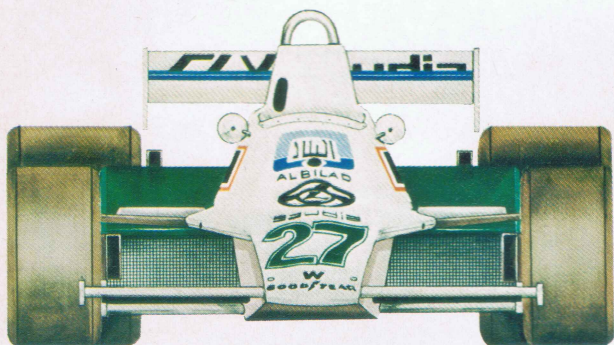
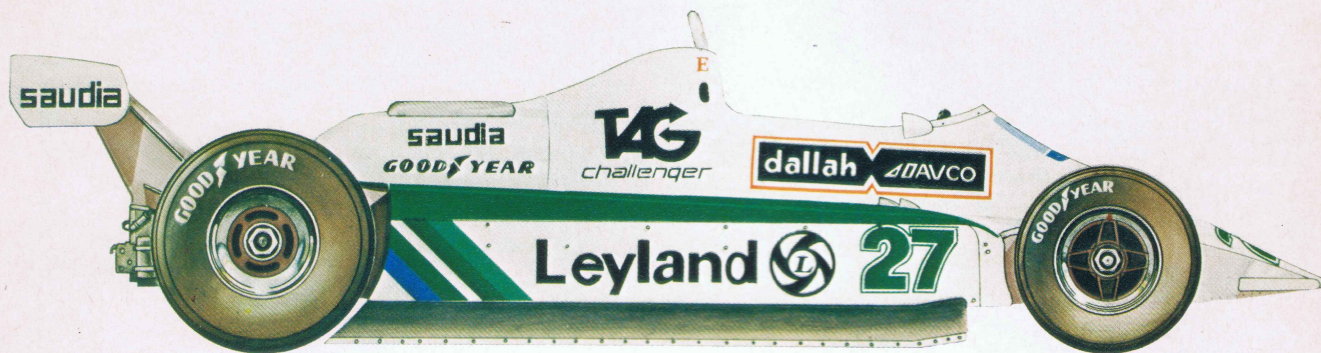
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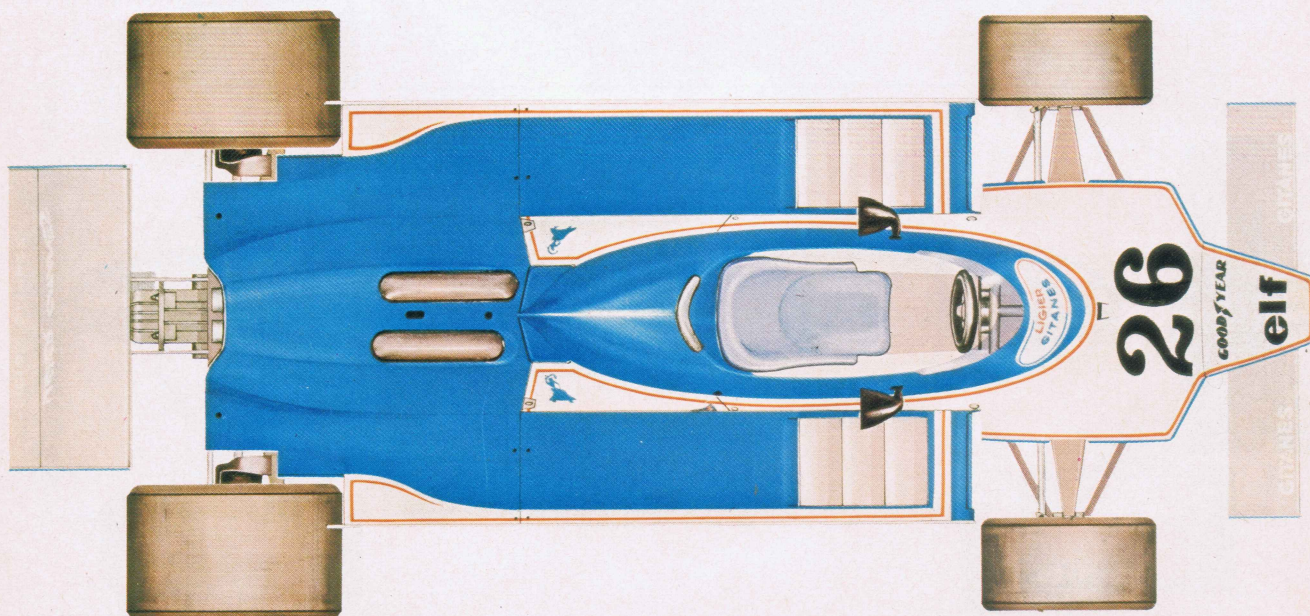
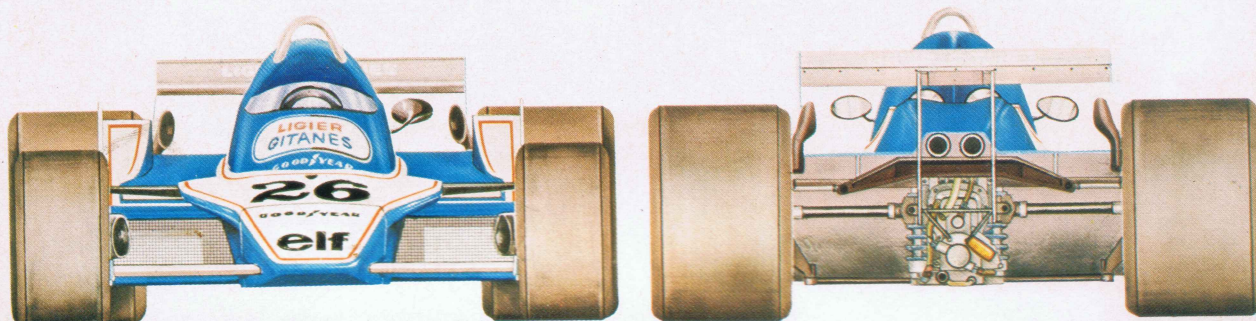
WILLIAMS-FORD FW07

Design engineer : Patrick Head
Drivers : Alan Jones, Carlos Reutemann



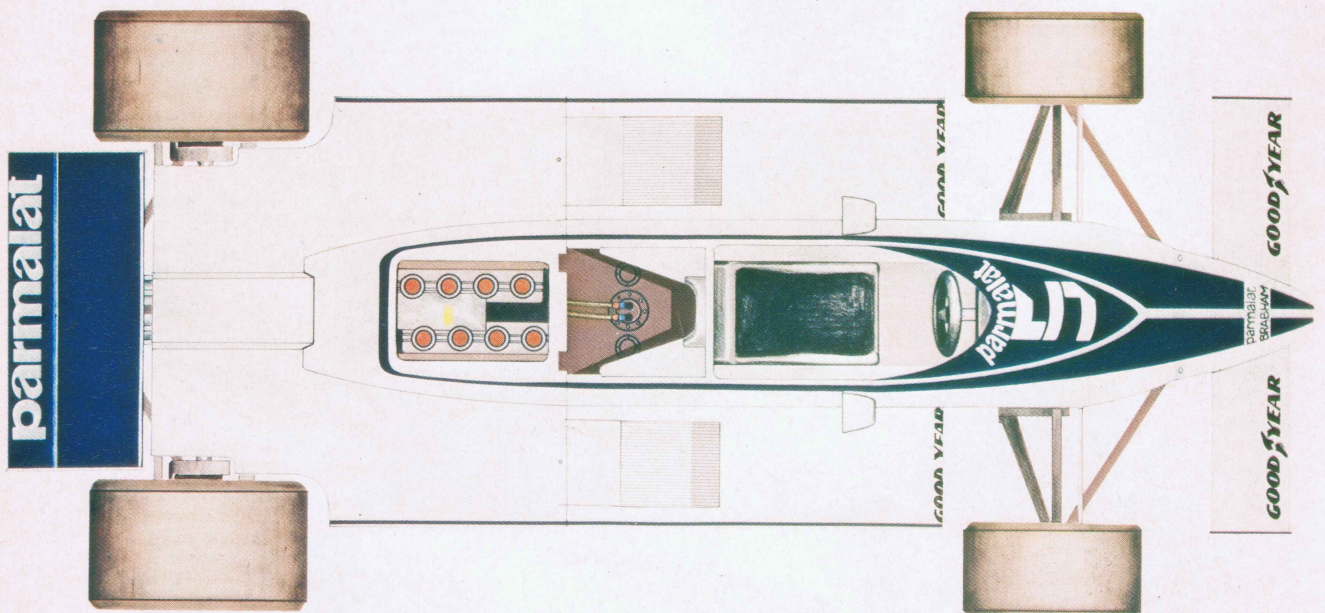
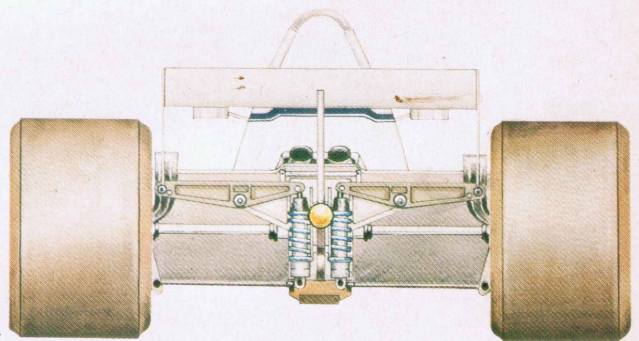
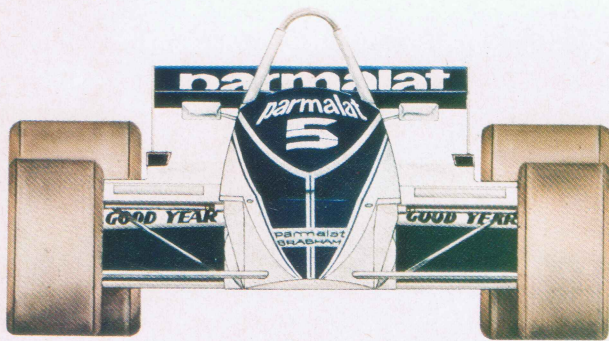
LIGIER-FORD JS 11/15

Design engineer : Gérard Ducarouge
Drivers : Jacques Laffite, Didier Pironi



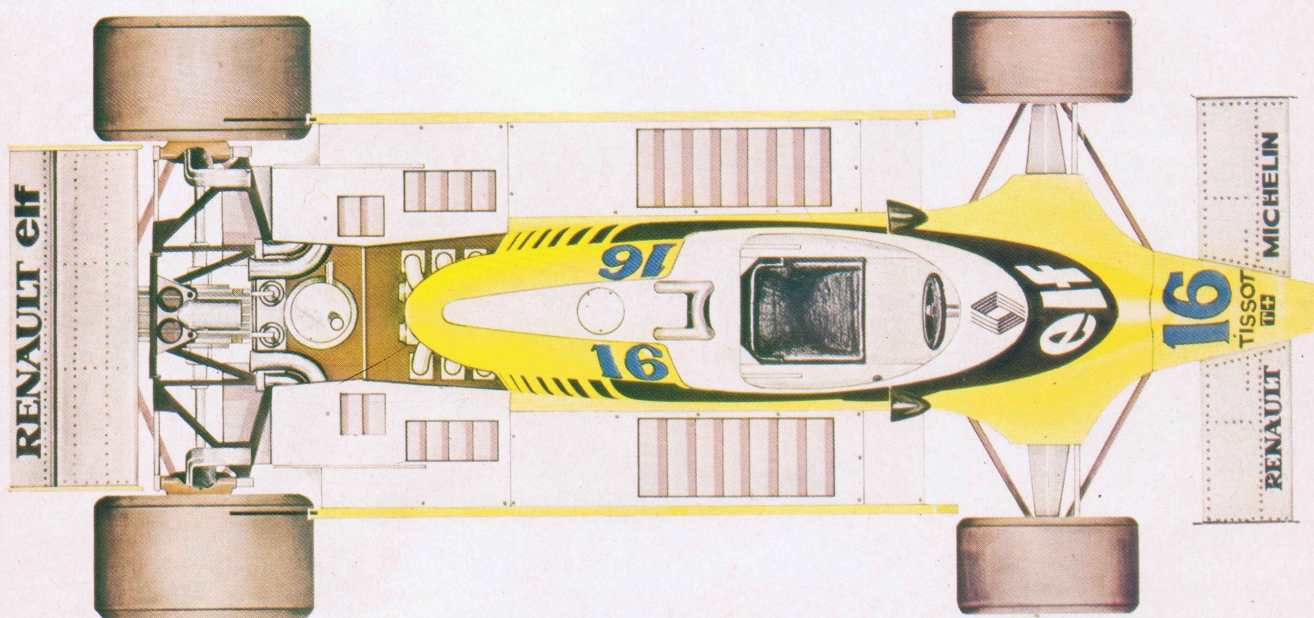
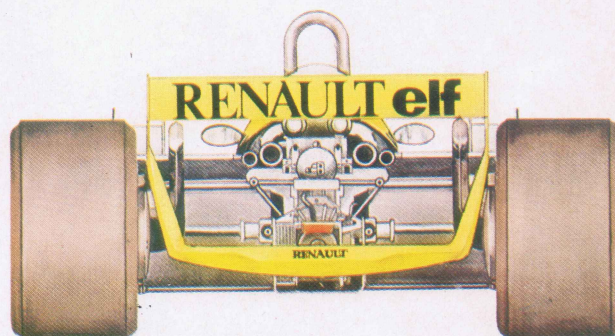
BRABHAM-FORD BT49

Design engineer : Gordon Murray
Drivers : Nelson Piquet, Ricardo Zunino,
Hector Rebaque



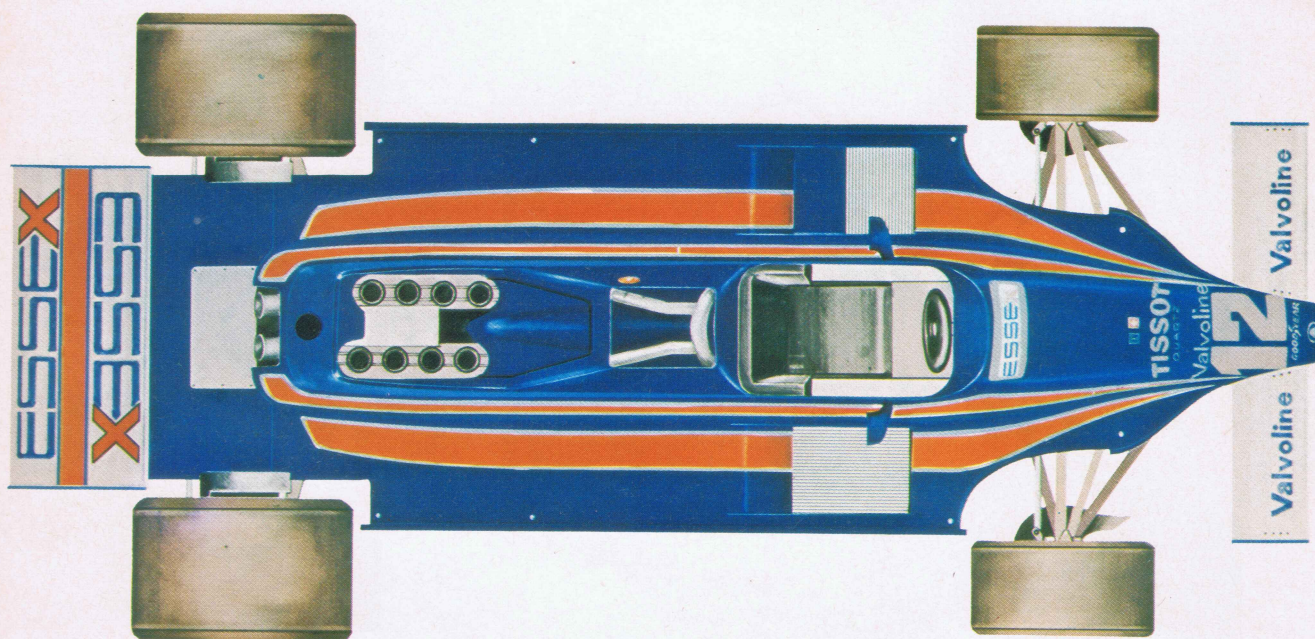
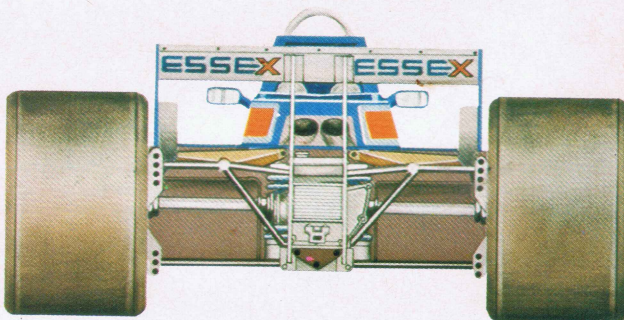
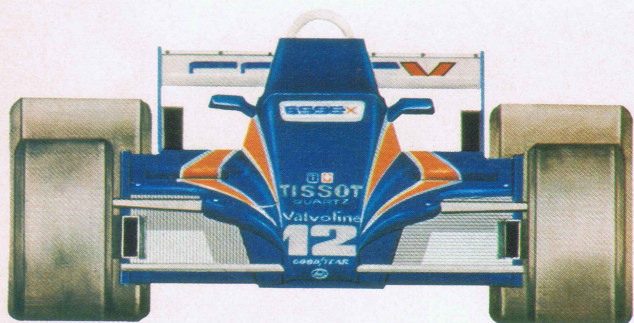
RENAULT RE 20

Design engineer : Michel Têtu
Drivers : Jean-Pierre Jabouille, René Arnoux



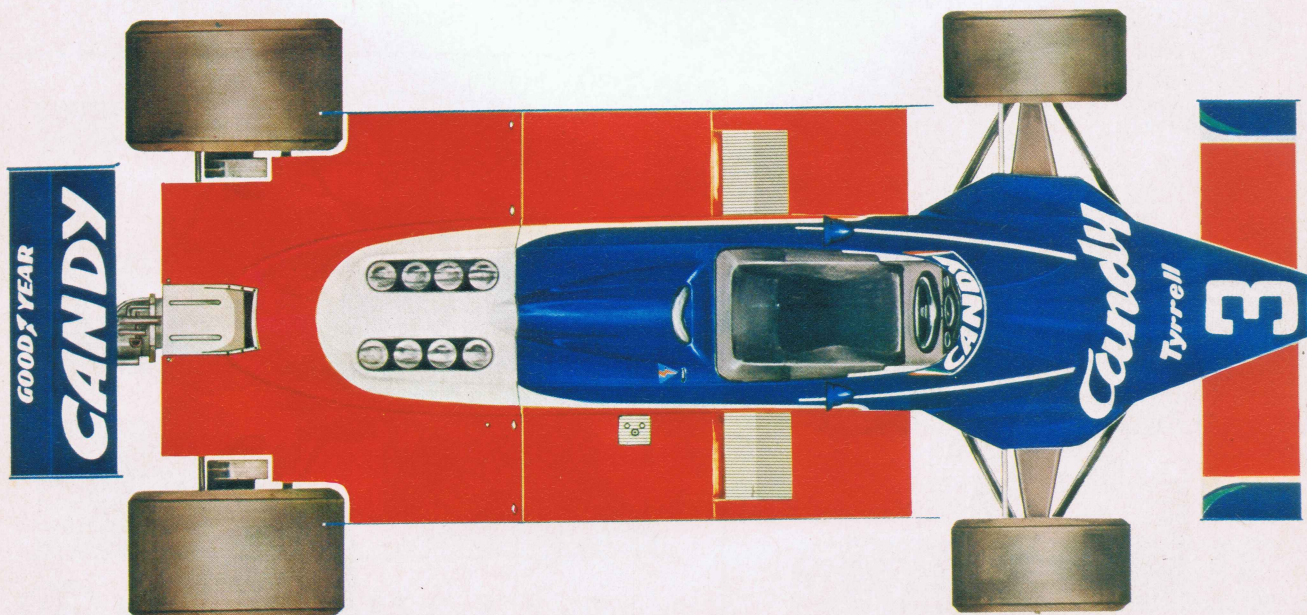
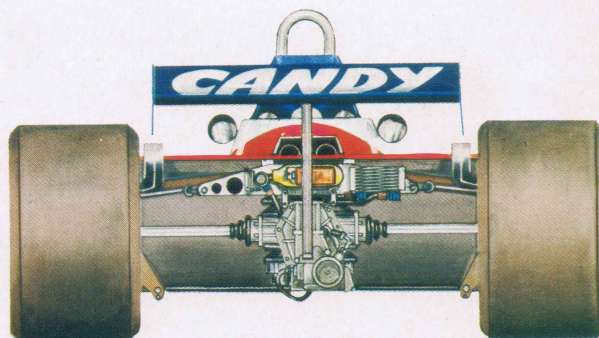
LOTUS-FORD 81

Design engineer : Colin Chapman
Drivers : Mario Andretti, Elio De Angelis,
Nigel Mansell



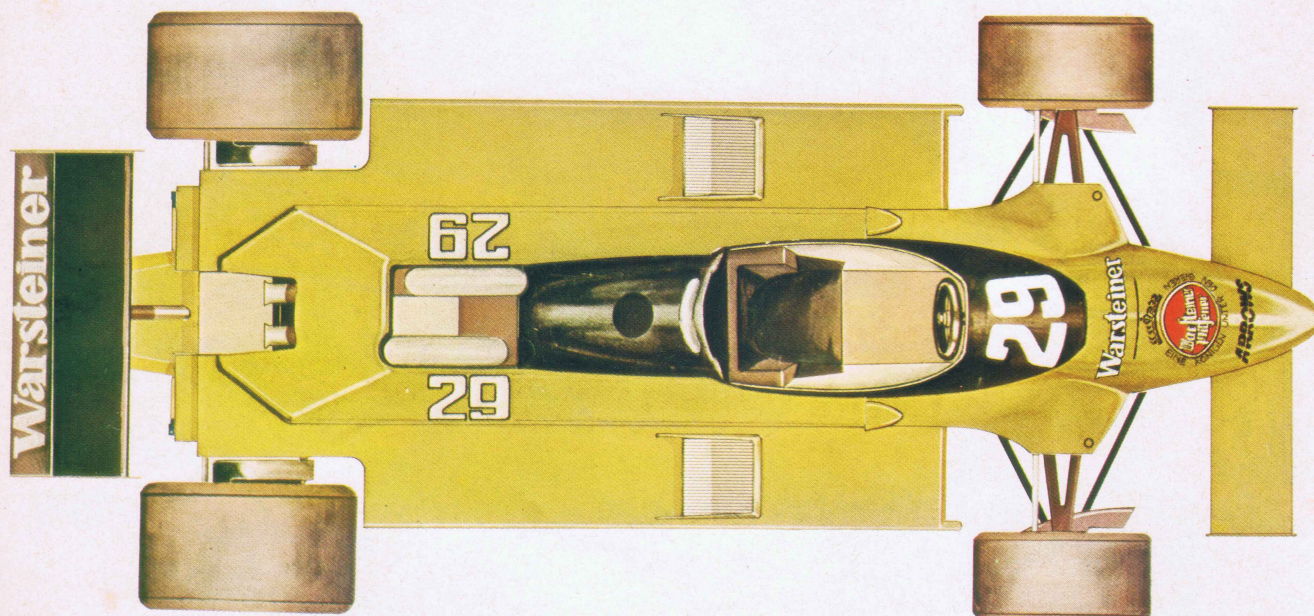
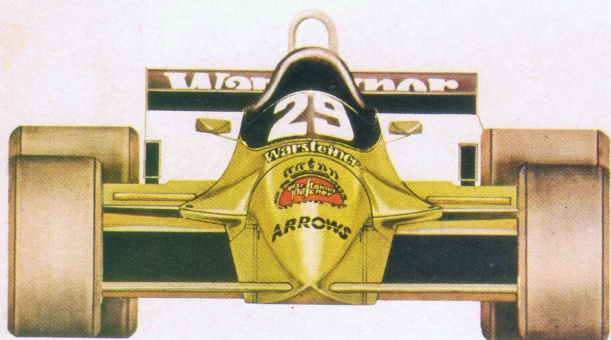
TYRRELL-FORD 010

Design engineer : Maurice Philippe
Drivers : Jean-Pierre Jarier, Derek Daly,
Mike Thackwell



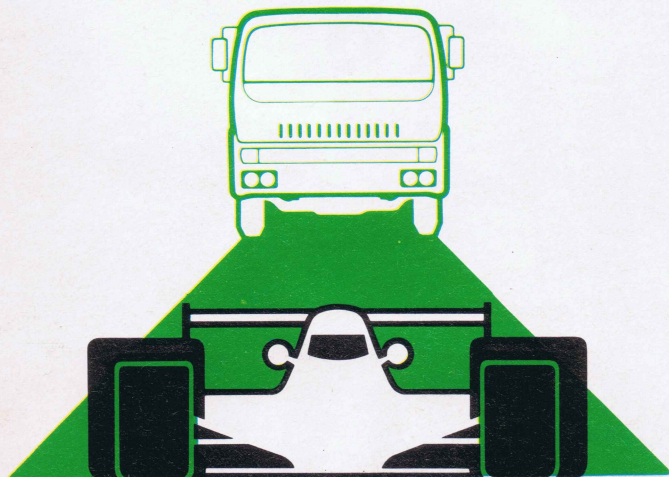
ARROWS-FORD A3

Design engineer : Tony Southgate
Drivers : Riccardo Patrese, Jochen Mass,
Mike Thackwell, Manfred Winkelhock



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Championship
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team***

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and a prosperous
New Year from
Leyland Vehicles
Thank you
Williams !!!***



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VICTORIES**



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MONACO G.P.



SPANISH G.P.





FRENCH G.P.



BRITISH G.P.



CANADIAN G.P.

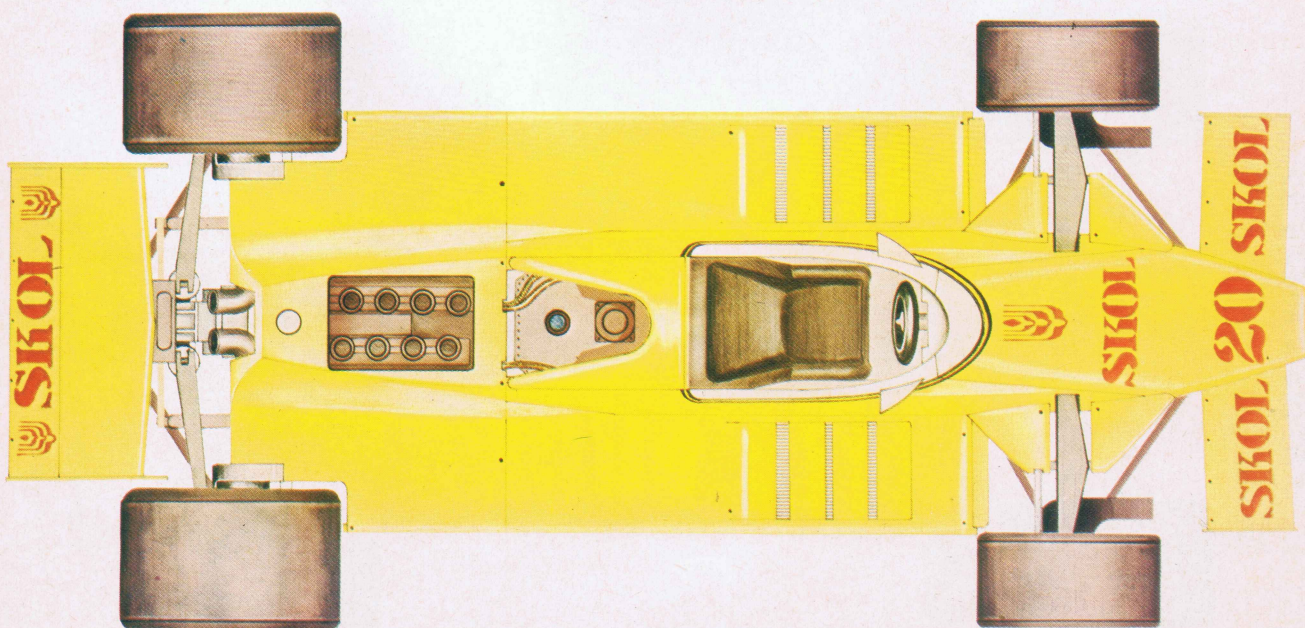
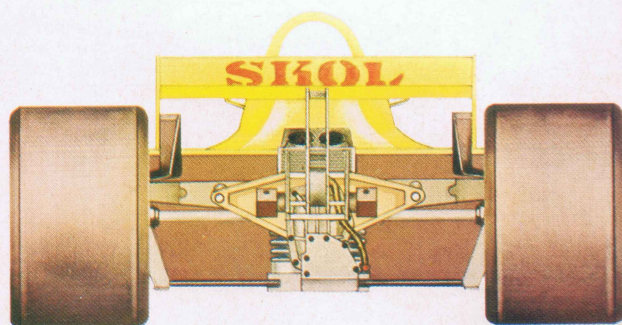


U.S.A. EAST G.P.



FITTIPALDI-FORD F8

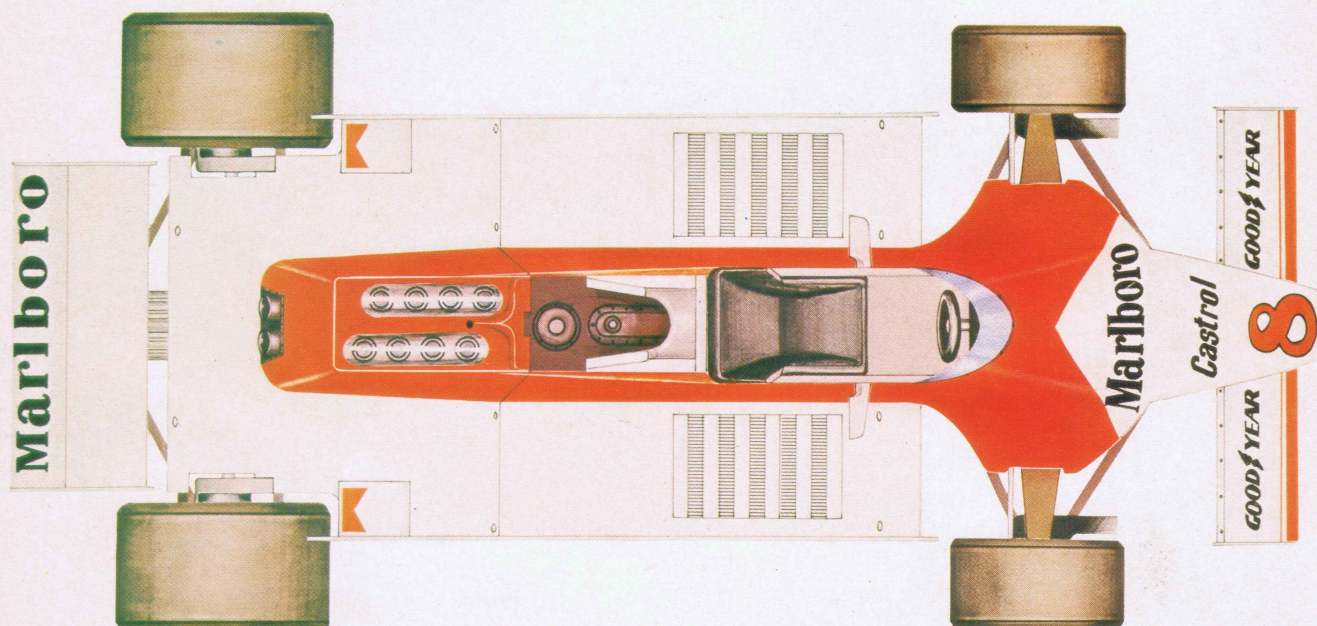
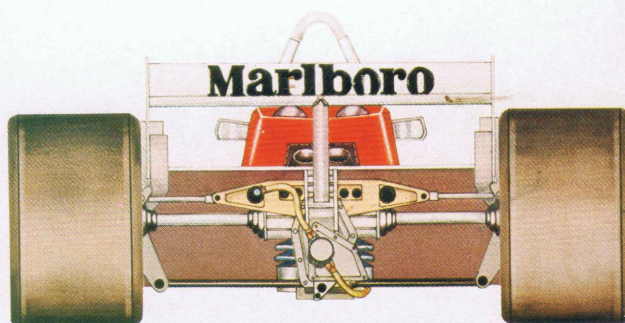
Design engineer : *Harvey Postlethwaite*
Drivers : *Emerson Fittipaldi, Keke Rosberg*



McLAREN-FORD M29

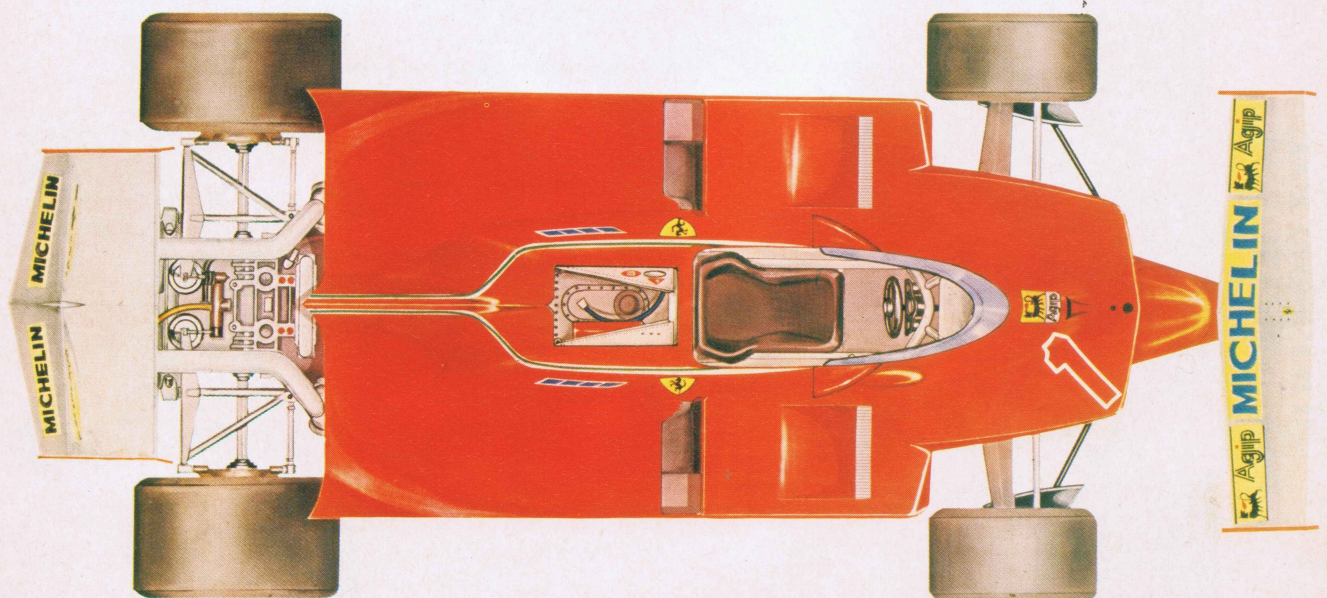
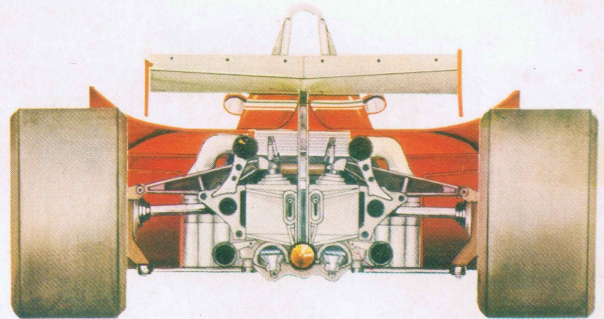
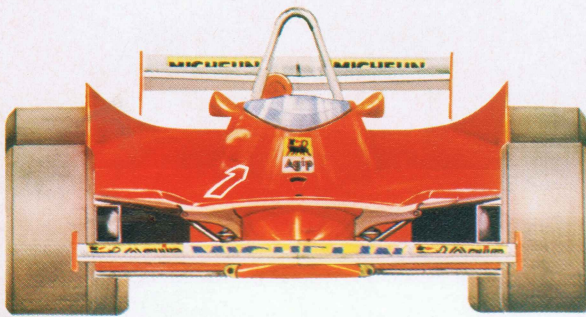
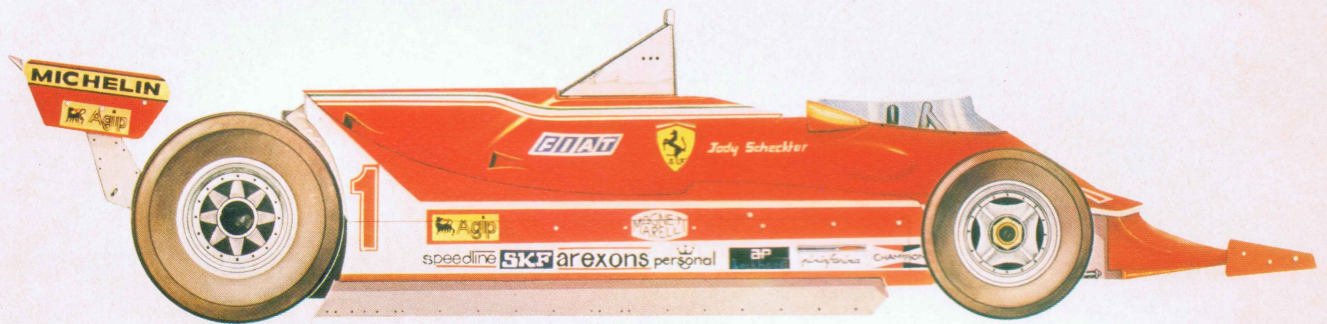
Design engineer : Gordon Coppuck

Drivers : John Watson, Alain Prost, Stephen South



FERRARI 312 T5

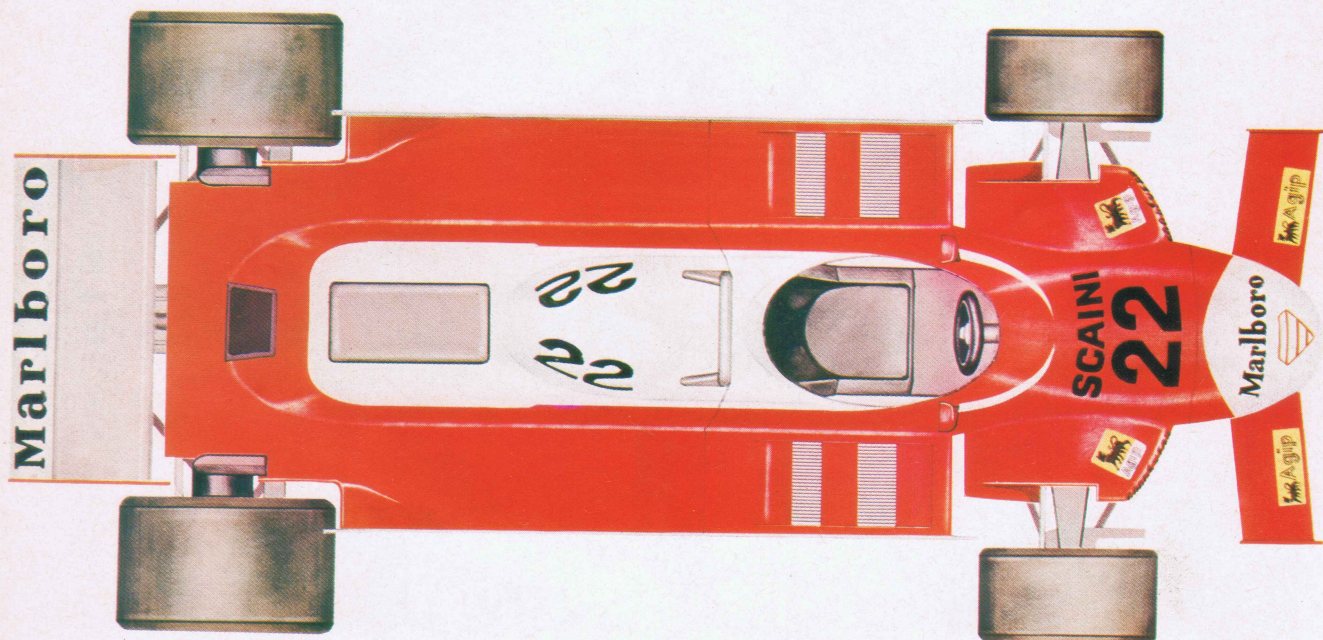
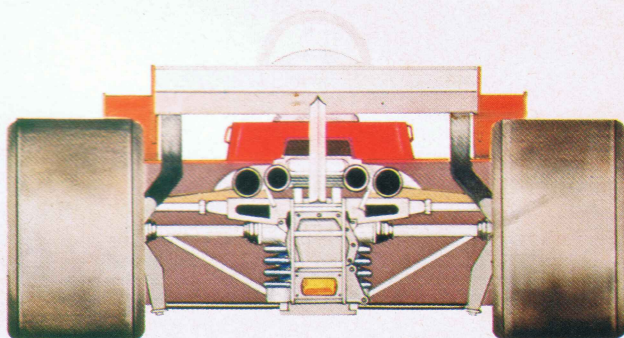
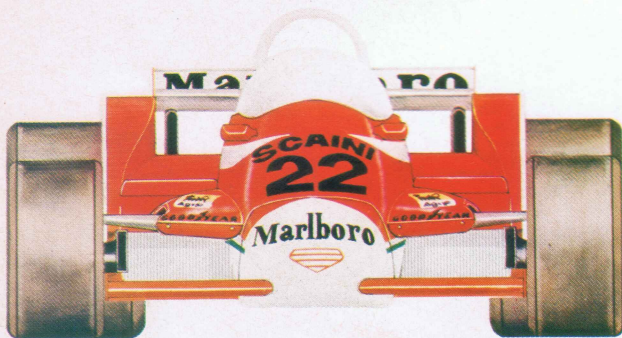
Design engineer : Mauro Forghieri
Drivers : Jody Scheckter, Gilles Villeneuve



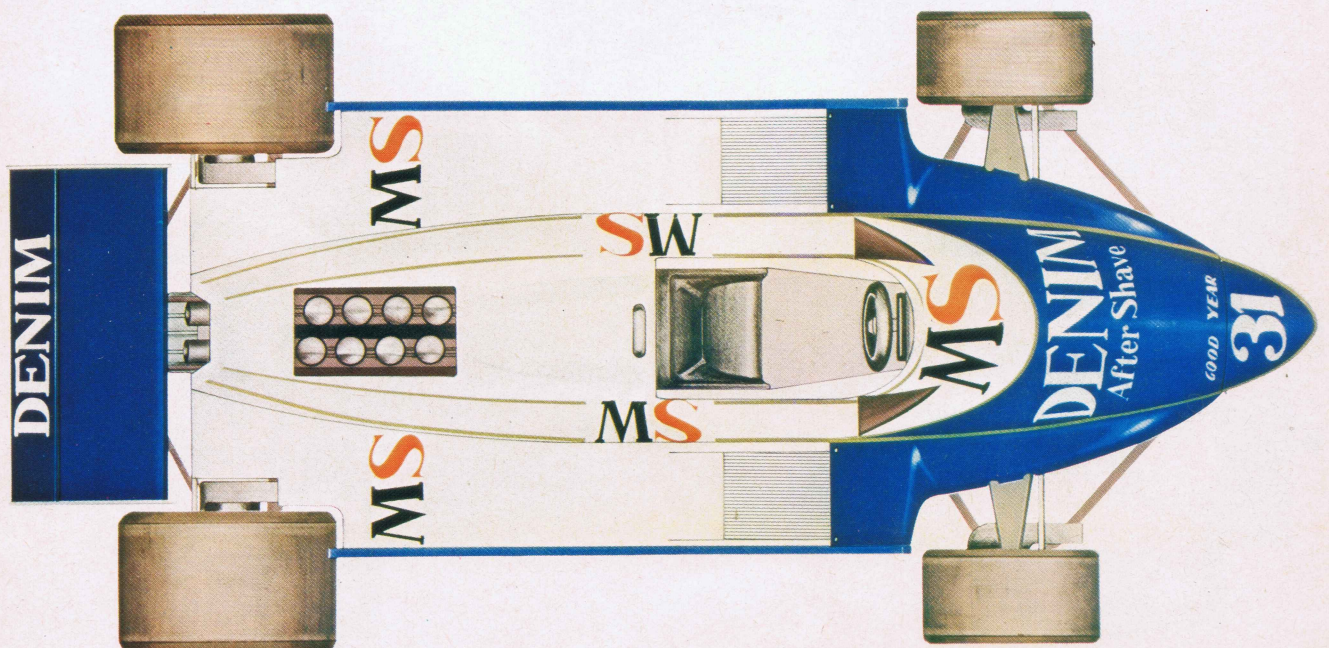
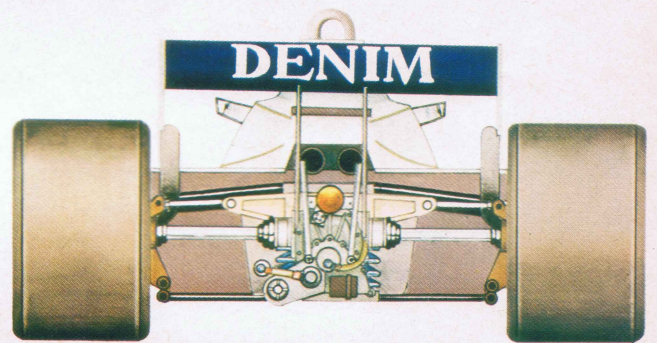
ALFA ROMEO 179

Design engineer : Giovanni Marelli

Drivers : Patrick Depailler (†), Bruno Giacomelli,
Vittorio Brambilla, Andrea de Cesaris



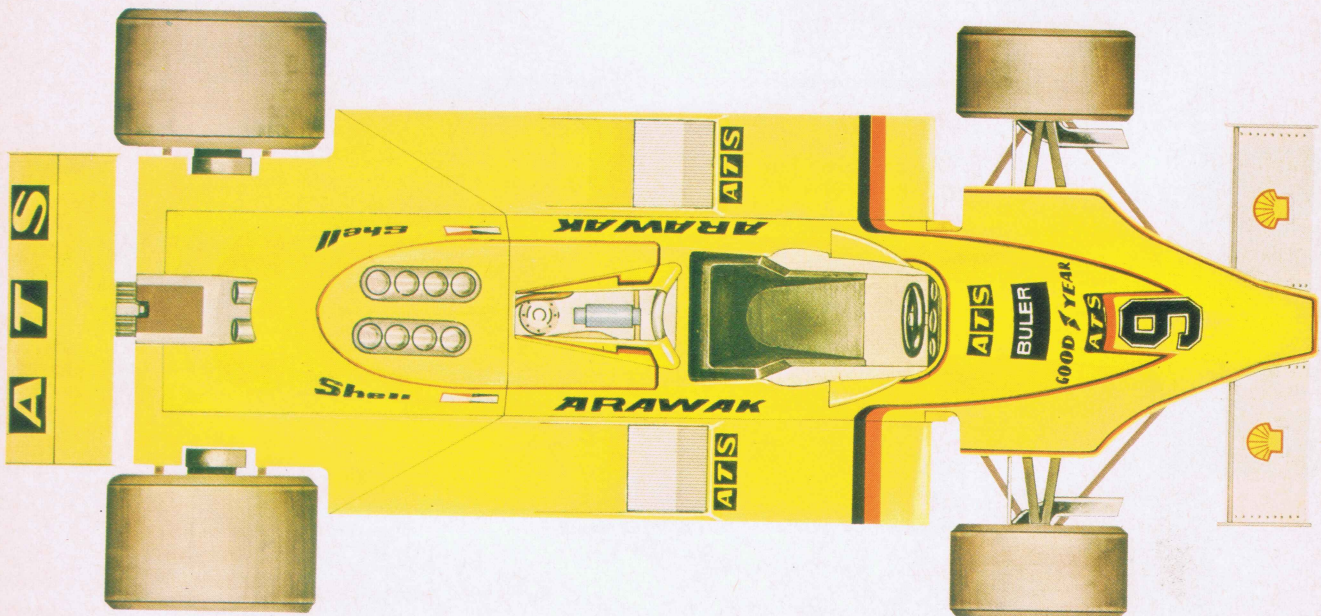
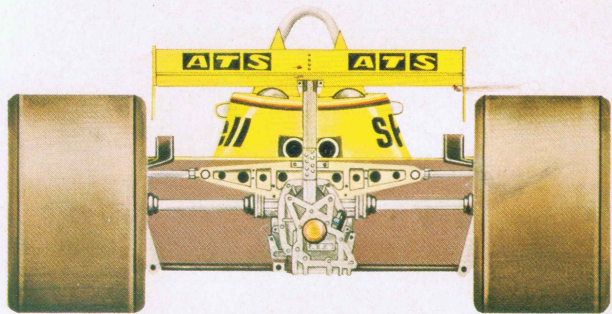
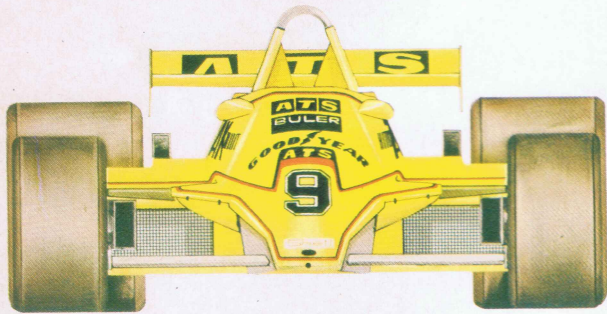
OSELLA-FORD A1
Design engineer : Enzo Osella
Driver : Eddie Cheever



ATS-FORD D4

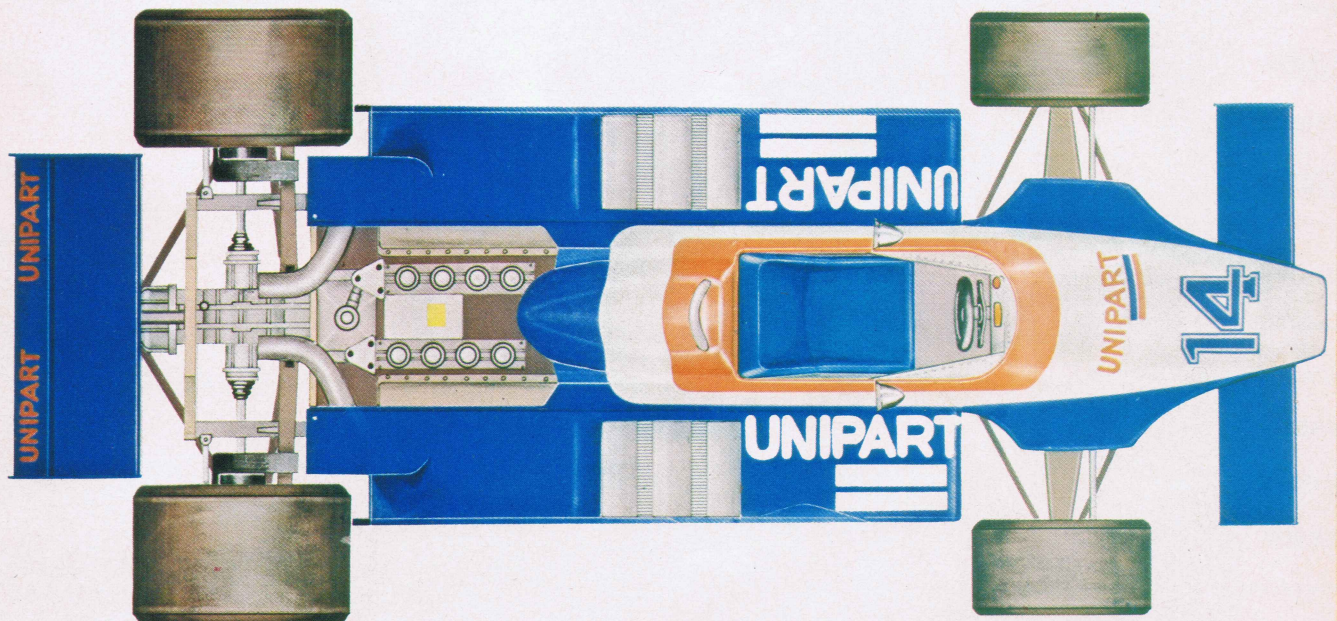
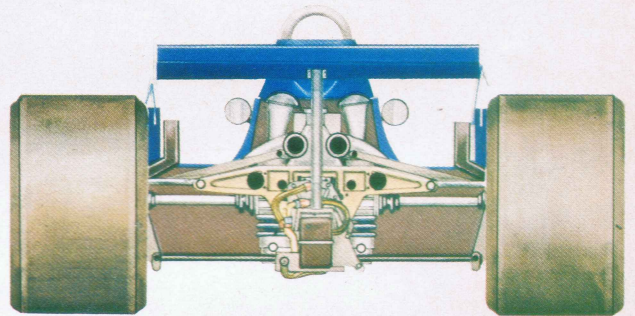
Design engineer : *Gustav Brunner*

Drivers : *Marc Surer, Jan Lammers, Harald Ertl*



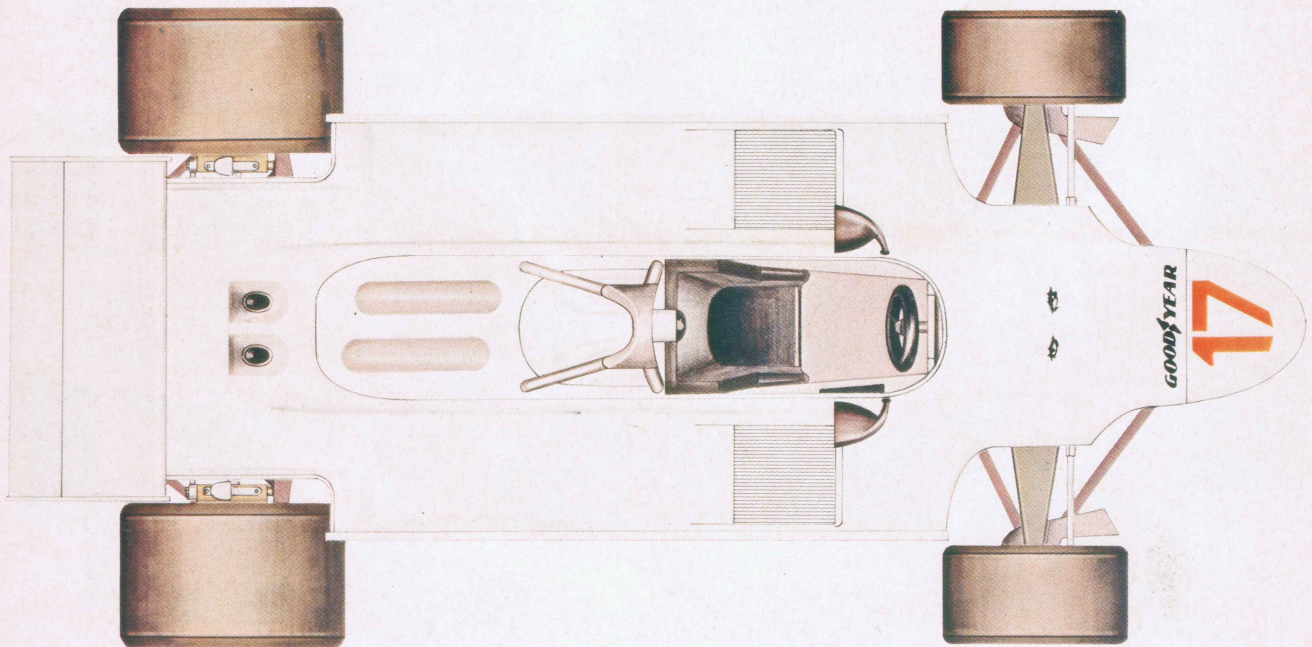
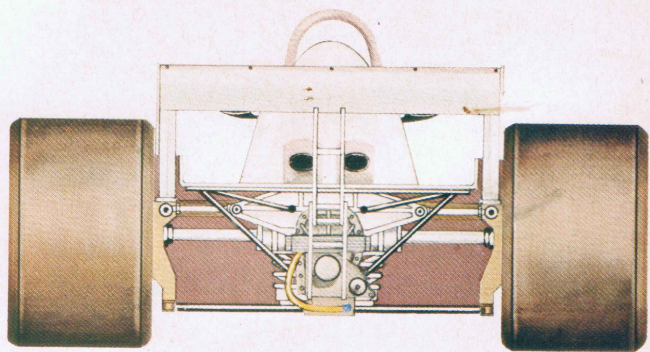
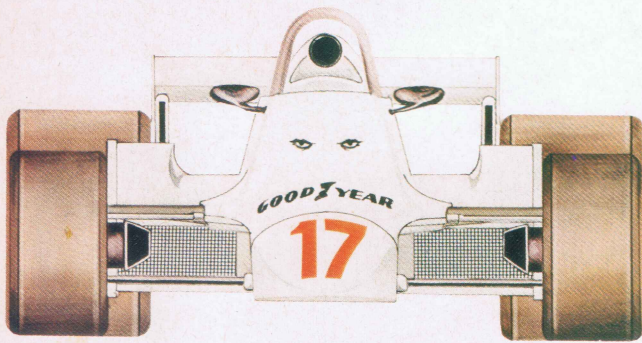
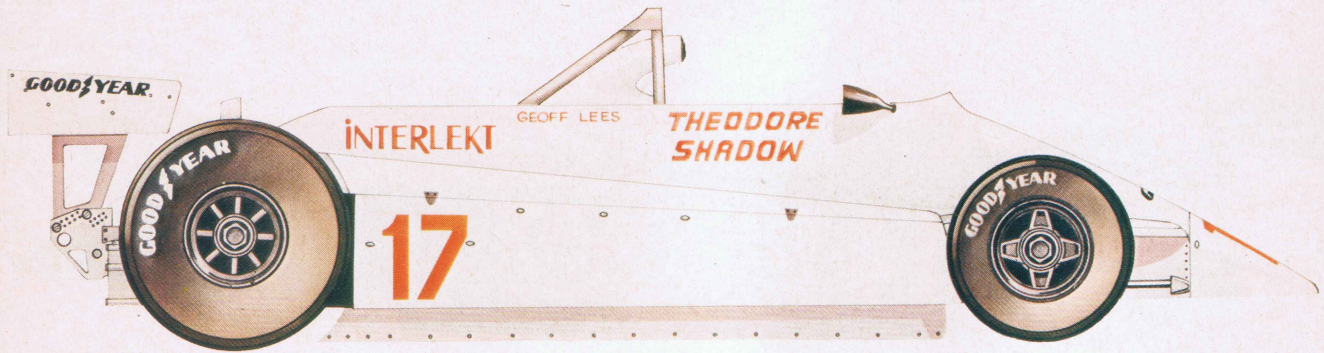
ENSIGN-FORD MN 180

Design engineer : *Ralph Bellamy*
Drivers : *Clay Regazzoni, Tiff Needell,*
Patrick Gaillard, Jan Lammers, Geoff Lees



SHADOW-FORD DN 12

Design engineer : *Vic Morris*
Drivers : *Stefan Johansson, David Kennedy,*
Geoff Lees



A DAY IN THE COUNTRY



« I've got a good idea for you », said Jody Scheckter one day. « If you want to have a lot of fun and get some good photos for the magazine, come up to Donington Park with me. You can be my co-driver. » It was to be Jody's last competitive appearance, and the car he was driving had a passenger seat.

There was nothing « Grand Prix » about the setting, at least not yet, for Tom Wheatcroft, the ambitious owner of Donington, makes no secret of the fact that one day he intends to run the British Grand Prix at his parkland circuit. We were taking part in the traditional Donington TV Rallysprint, an event now established in late

October as a challenge event between a handful of top rally drivers and F1 men. From the GP world there were Jones, Scheckter, Watson and Daly. Opposing them were Mikkola, Pond, Brookes and Eklund. On a typically English autumn afternoon, there was the promise of fun and games to relieve the dampness and darkness.

I was lucky enough to be paired with Tony Pond in the TR7 V8 on the first official run. With my help (?), Tony took the best time. It was a nice clean run, very precise and neat, with beautifully controlled slides and no rough driving at all. In fact it was almost like touring round !

The second run, this time with

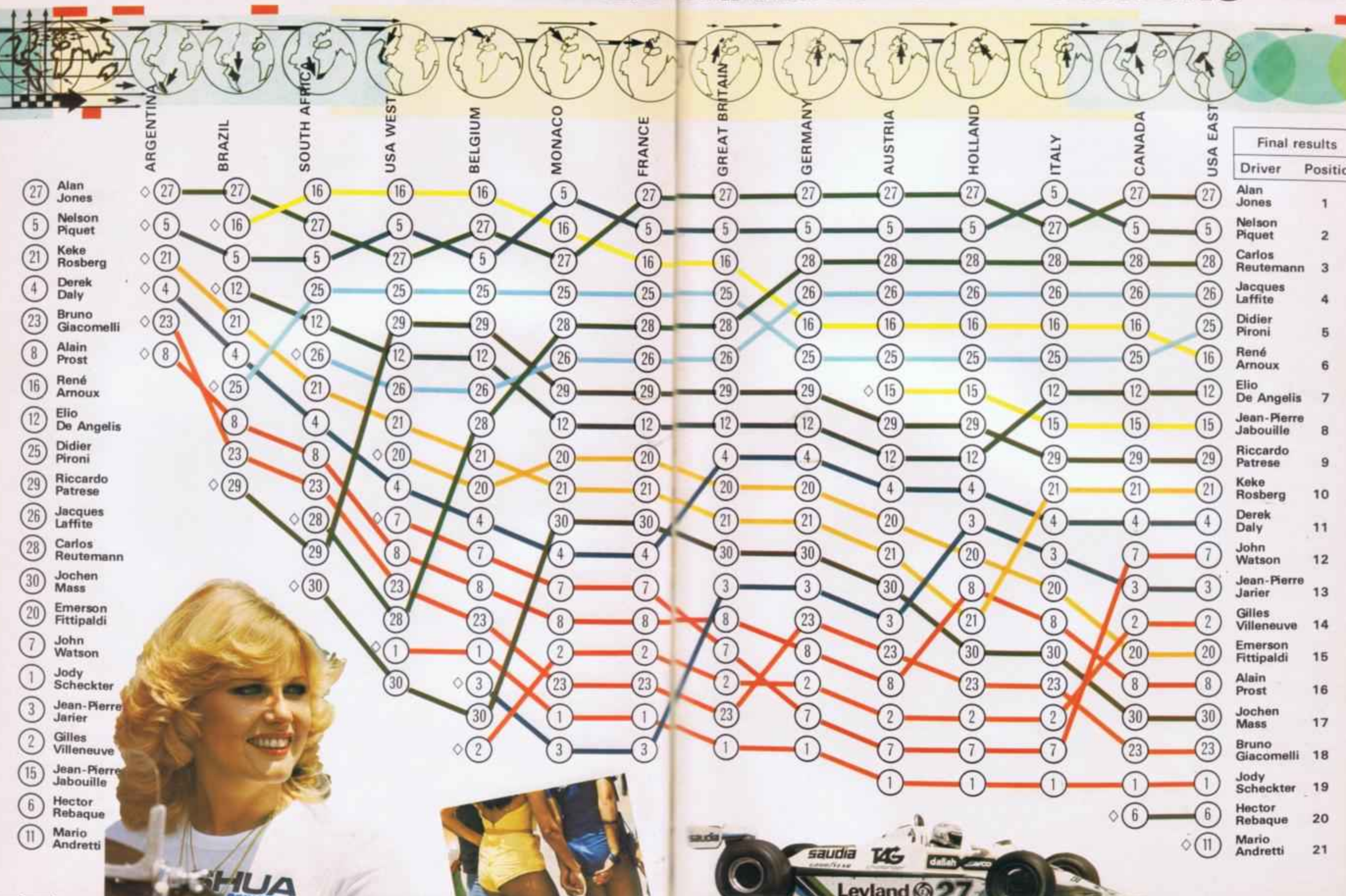


Scheckter, was entirely different. The Escort bounced around, in every direction, with Jody fighting the steering wheel, the throttle pedal and gear lever every inch of the way. It felt much faster than with Tony... but of course it was a false impression. In fact, once again Pond had been fastest, with a time no less than six seconds faster than Jody's. Driving the same Escort, Mikkola took five seconds off « our » time. « I think I was right to retire from racing when I did », Jody said. « When I was younger things would have been much different ! »

But he day's sport wasn't over yet. In the afternoon there was to be the opportunity for the circuit men to get their revenge, with eight identically-prepared RX 7 Mazda rotary coupes waiting. It was indeed fortunate that a ninth RX 7 had been made available, because Derek Daly managed to destroy his when he rolled it off the road during the practice laps. As expected, the circuit experts were to turn the tables on the rallymen. Jones and Watson swapped the lead throughout the race, while Jody staged a spectacular come-back into third place after a spin. Meanwhile, fourth place was a three-cornered scrap between Eklund, Pond and Brookes which could have been covered by a handkerchief until Eklund let his enthusiasm get away from him on the last lap.

When the results were announced, Pond had won from Jones and Watson.

F.1 80 — WORLD CHAMPIONSHIP POSITIONS



« DIDI'S » RED APPRENTICESHIP

The Commendatore has affectionately christened him « Didi », and since seeing him undertake his first tests at Fiorano, has declared that he's thoroughly satisfied with the way he conducts himself. Didier Pironi is similarly enchanted by the Scuderia. Since his first sessions, Pironi has gained nothing but confidence and hope. From the word go he's been as happy as a sandboy.

by Eric BHAT

It was a little chilly that October morning at the Fiorano circuit. Didier Pironi was already in his overalls, calm and relaxed. Only a couple of badges on his overalls, soon to be cut off, reminded one of his very recent departure from the Ligier team. For the first time in 21 years, since Jean Behra in fact, a Frenchman was about to climb into the cockpit of a works Ferrari. Didier didn't show any emotion. Drive a Formula One car? He'd been doing that for the last three years, it was almost

habit. Furthermore, the car that Ferrari had provided him was only a Ferrari 312 T5, last season's car and one which he frequently led in his Ligier JS 11/15.

Apart from Tomaini, there were two other mechanics present to help him. « It's simply a test and familiarity session », explained « Tom ». « Didier is here to learn the circuit, not to set times. » Even so, Didier was obviously going to try a little bit.

At 10 h 06 he pumped the flat 12 into life. He was now a Ferrari driver. Did he feel anything, seeing that prancing horse on the steering wheel? A little later, he eluded the question with a blasé reply. « Oh, I'm used to it. My mechanics put a Ferrari sticker on my steering wheel at Watkins Glen. »

To begin with, he was understandably lost. He had to learn the circuit, car and tyres all at once. The main problem was the gearbox. « You didn't realise there's an interlock on Ferrari gear-



boxes? » asked a smiling « Tom ». « You can't change down from third to first, you have to go through second. »

He also tried to get comfortable in the car, and it wasn't until he used a seat moulded for Judy Scheckter that he was the slightest bit happy. He began to learn the tight Ferrari test track, perhaps a little too quickly. He took a brief trip into the grass.

The mechanics showed no emotion as they changed the skirts. « Tom » was equally poker-faced about the whole thing.

Along came Mauro Forghieri, striding towards the group around the car wearing a big grin as though he knew something that they didn't. Didier was reading a paper that had a picture of him when he was six on the front page. Mauro was amused. « What, were you born in Italy? I don't believe it, it's a picture of your grandfather. Or else everyone was born in Italy, which would be fairly normal. After all, all roads lead to Rome.



OK, I'm off. I'll be back in ten minutes. I've got to make people believe that I do some work. » And the hurricane whirled his way back to the office. Light drizzle cut short the test session which was almost convenient as it was that sacred moment in the day when Italians drop everything to go and eat. Didier had slowly whittled his times down to 1'12'03, some way off Gilles Villeneuve's record of 1'08'05. But for a 20 lap familiarity session, it wasn't bad.

When he went back out again at the start of the afternoon, he went off the track. No one was upset with him. « If he hadn't gone off, the Ferrari people would have been disappointed », commented an Italian journalist. Clearly the Scuderia mechanics expect their drivers to show some aggression.

Didier's confidence was completely unaffected by this small mistake. During the final series of laps, he got within a second of Villeneuve's record. Enzo Ferrari's viewpoint was obviously strengthened by Pironi's debut on a track that was still dusty.

Pironi was naturally satisfied, not simply by his own performance but with what the future held in store. He was mindful of how the Fiorano circuit could help him in his job. « The fact that they can time a driver from corner to corner is fantastic », he said. « I can learn a great deal in a very short time. Marvellous. »

A month and a half later, at Circuit Paul Ricard, Didier was part of the Ferrari team. He'd spent a lot of time at Fiorano driving the 126 C turbo Ferrari, and now he was utterly involved in its development, working with Gilles Villeneuve.

He'd worked with the team members and knew them better now. Every time he'd worked with them, as they learnt about him and he learnt about them, he became more and more confident that he'd made the right choice in joining Ferrari. « I've spent a lot of time in Italy, and now I know just what Ferrari represents. In comparison to the rest, their work potential is untouchable. » But above all, their determination is infectious.

« What is so heartening within Ferrari is that each member of the team, whatever his job, is really enthusiastic. It's the same throughout the team. If you said to the cook that his food was rubbish, he'd cry his eyes out until you complimented him on it when he'd improved the food. It's really the most marvellous atmosphere in which to drive. » Mauro Forghieri is also known for his own brand of Italian enthusiasm. Some ex-Ferrari drivers have criticised him for his hot-headedness. « I'd heard a lot about Forghieri », admitted Pironi, « but I must say that I've been agreeably surprised. He's 200 per cent committed to his job, he doesn't do anything without that commitment. Perhaps that goes some way to explaining his exuberance and zest. He's already taught me a great deal on the technical front. He likes to spread his knowledge. That's a good thing for a driver. »

Didier was always number two in the Tyrrell team. He never felt really happy within the Ligier equipe, but now it seems that he's finally found his niche within the Ferrari team. « I've never felt quite so at ease with a team since I drove for my own team in Formula Renault Europe », he admits. Could the inevitable rivalry with his teammate Gilles Villeneuve upset this happy situation? Didier has a sensible outlook. « Rivalry between team drivers is latent and all but obligatory », he explains. « But Gilles and I work well together. He doesn't even do five laps, or a single test session without us exchanging views and impressions. »

« But really, the internal team organisation almost forces us to talk to one another. » Didier is happy with his new team. He reckons that the 126 C will be capable of winning races in 1981. « That's the least I can hope for », he admits, as resolute as ever.

ENZO FERRARI : MORE THAN JUST WISDOM

Just for an instant, I get the feeling that I've been caught up in the first shots of making a personal appearance in those moments immediately after the house lights have gone down, when the audience's minds aren't yet fully concentrated on the screen. However, the principal actor is not me, it's him. Grey overcoat and impenetrably dark glasses. And the closer he gets, the less impatient and curious I become.

Everything's going to be alright.

There are still a few yards between us. He's real after all, not just an image. When at last we stand face to face, it's almost a relief.

The film has started properly.

The figure is hunched, the steps are getting hesitant these days. But the Commendatore more than lives up to the picture which I had of him. He carries himself with the authority that befits a man who's become a legend in his own lifetime.

Before returning to the office which was specially built for him here at Fiorano, he comes over to cast a discreet eye over the progress being made by Didier Pironi. Today, Pironi is driving a Ferrari for the first time. Mr Ferrari settles into the control room though « laboratory » would be a more appropriate word — where all the evidence of the circuit's photo-electric timing lights and TV monitors is displayed.

Seeing the Commendatore, Mauro Forghieri wipes a look of self-assurance from his face. He can barely manage a half-petrified « Good morning, Commendatore ». He shows all the respect which you might expect from a schoolboy called up by a stern schoolmaster.

Forghieri shy? Not really. And anyway Enzo Ferrari isn't as terrifying as he once was. Intimidating, perhaps, yes definitely intimidating. To begin with, he carries that famous name. Then there's the myth which surrounds him. And the cloak of secrecy which he has flung around himself ever since he effectively withdrew himself from public life. Above all, there is his presence, the way he is. Enzo Ferrari uses words and gestures in a way that can only be described as theatrical, squeezing from them far more eloquence than they would otherwise have.

Didier Pironi makes the comparaison with General De Gaulle. « Enzo Ferrari », he says carefully, « has the gift of being able to motivate people in the exact direction which he wants. From what I've read about De Gaulle, that was one of his strengths. And when Enzo Ferrari opens his mouth to speak, you get the feeling that an absolute truth has just been handed down ».

The day had been set aside for Pironi's baptism into the Scuderia. For once, the Commendatore proved to be in high spirits. He presided over the lunch table with Pironi on his right and Marco Piccinini to his left.

« Meet Didi », said the Commendatore to open the conversation as the aperitif was served. (Pironi heroically left his glass untouched!) « Didier, that's much too complicated for us Italians. So I'm renaming him « Didi » (same name as that great driver Count Didi Trossi). « 'Didi' is short and simple, in exactly the same way as I call Villeneuve 'Gil' ».

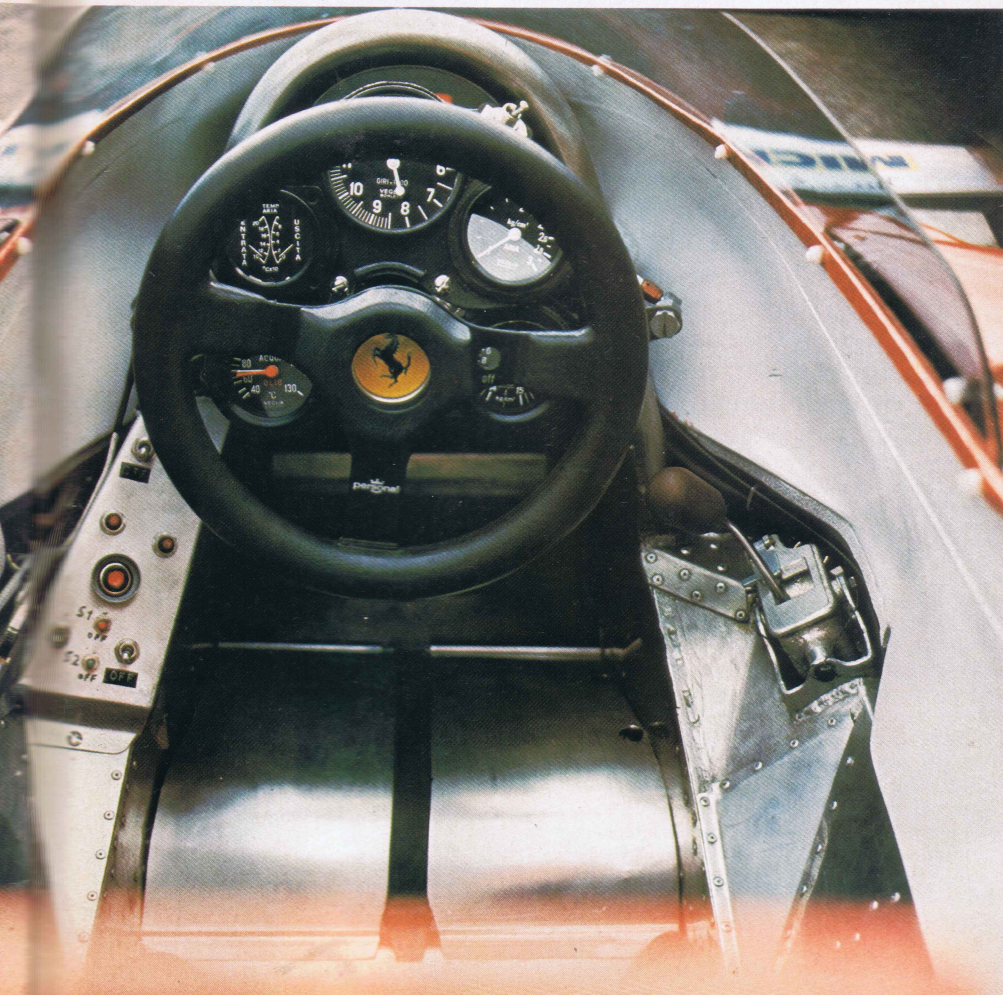
Pironi chokes, then he blushes. Perhaps aware of the embarrassment that he's causing to his new driver, Enzo Ferrari moves on good-naturedly.

« The important thing is that we're all friends together here. Today we are in excellent company. We've come to welcome Didi and have lunch together. Don't worry about anything else ». Immediately he puts his audience at ease.

Didier joked about the prancing horse on his steering wheel : « I'm used to it, the Ligier mechanics stuck one on my steering wheel at Watkins Glen ».

Enzo Ferrari and Didier Pironi : « when the Commendatore talks to me, I feel as though I'm listening to the undisputed truth. »





The « anything else » to which he refers is the battle raging between the parties faithful to FISA and the so-called « dissidents » of FOCA. Ferrari permits himself a moment of irony : « I know that there are going to be a lot of things for me to read to-morrow » he says « A bit about Balestre, perhaps, and something about Ecclestone ». Becoming serious again, he explains himself. « At Mr Ecclestone's request I have made a proposal to the FOCA side. This proposal would enable FISA to retain the sporting power and FOCA to keep control of financial matters. I did so after obtaining the unconditional agreement of Renault, Alfa Romeo, Mr Buzzi's sponsors' representative, and Mr Balestre on behalf of FISA. It was a gesture of good will. » In the belief that his duty has been done, he adds : « this war, they can carry on any way they like. As far as I'm concerned, at least I've tried to do something... ». His words, occasionally strict and firmly delivered, are sometimes bellicose. But even though they may be aggrieved, they never fail to be convincing. Enzo Ferrari is a past master when it comes to capturing the attention of his listeners.

« Didi » left the table before the dessert arrived in order to get on with the test. No sooner was the car running than Mr Ferrari returned to the subject of Balestre and Ecclestone. While we plied him with questions about what concessions each side should make in order to resolve the situation, the Commendatore made an amusing suggestion to force a compromise. « The two of them should be packed off to a locked room... and not allowed out until they have reached an agreement ! » He appears to have difficulty in taking them seriously...

The meal ended on a note of optimism. « Good sense will sort it out in the end », he says. Mr Ferrari's comforting words come as a relief to those who have watched Formula 1 splitting itself apart at the seams.



The guests felt that they had just been to lunch with a wise man.

Enzo Ferrari was definitely having a good day, and Pironi's showing at Fiorano made him even happier. When the engine of the Ferrari 312 T5 had been shut down for the last time, we were invited into the office so that the Commendatore could express his pleasure. « Oh, this boy Pironi ! » he said delightedly. « Today has confirmed what I believed. I think I have got the two fastest Formula 1 drivers of all in my team. » A moment of silence, then he added, wickedly, « we've got to give them a couple of fast cars. »

The conversation inevitably returned to the subject of the « the crisis. » Again, Enzo Ferrari indicated how much he wanted to see peace again. « I'm optimistic about the future. We're going through a difficult time, but let's give common sense a chance. There's an Italian proverb, you know, that you have to learn how to wait for something. »

Will his personal mediation be able to save Formula 1 ? « We need a rational approach. Something simple and straightforward. » Suddenly he blurts out an unexpected remark : « I've been accused of being a friend of Mr Balestre. But I've known Balestre for 27 years, since 1953, when he was with the French magazine Auto Journal. There's nothing new under the sun, as they say ! »

Asked if he considered that Formula 1 was going through the most serious crisis of its existence, he reminded us of past problems. « In 1969 there were several races which had only a dozen cars taking part. At the Italian GP in 1921 there were only ten. The health of Formula 1 has its highs and lows. At this moment we are at the bottom of a trough. Soon we'll be riding the crest again. »

MATRA: PRE-RAC

After two years away from the circuits, the return of Matra — in effect through the back door — is taking place discreetly. Their name will not even appear on the car — the Talbot-Ligier JS 17 — which will be powered by their engine. But there has been a fresh spirit at Matra-Sports for the past few weeks as the company prepares for its return to racing. And this time, with the memory of seven fruitless seasons in Formula One behind them, the Matra engineers hope that they've got a winner on their hands.

IT'S been two seasons since Matra quit racing. Nothing remained except fond memories of that musical V 12. At the occasional race you might run across Matra engineer Georges Martin, his familiar bulk conjuring up nostalgic feelings. But his trackside presence was strictly unofficial. « Please, don't write that you saw me here, » he would beg those journalists that he knew : « my boss doesn't know I'm here ». The only justification for his presence, he would say, was that he felt obliged to stay in touch with the people and with everything that was going on.

Asked if Matra was thinking about returning, Martin obviously wanted to say « Yes, » but he couldn't. Company policy. « I can't hope for anything in particular », he would say philosophically. But his surliness and his disinterested replies couldn't hide the truth of the matter. For as long as Georges Martin was permitted to keep racing department together, how could he contemplate the possibility of it being broken up ? He could only wait for the go-ahead. Nobody gives 15 years of his life to the racing game without acquiring a few scars. The dreadful shock experience by François Castaing, the French racing engineer who found that he was no longer wanted at Renault Sport last winter, is living proof of the saying that racing technicians eventually become hopelessly addicted to their jobs. Georges Martin's department, reduced to 17 people, survived in a state of semi-hibernation, hanging on to the past while desperately clinging to the possibility of being revived at some point in the future. Throughout this period of « exile », Martin strove to keep up the spirits of his troops.

The chances of a come-back had never been ruled out. Matra could come back at any moment, not just because it would have been a criminal waste to have thrown away all that know-how and experience, but because there were other, more psychological considerations. It was common knowledge in the competitions department that the man at the top of Engins Matra, Jean-Luc Lagardère, had never fully come to terms with the fact that the Matra V12 had failed to make its mark in Formula One.

With three outright Le Mans victories and a World Championship won from Ferrari, the Matra engine had a splendid record in sports-prototype racing. But it had never shown its true worth in Formula One.

But the V12 was not allowed to die altogether. It was just hibernating, while Martin and his team kept an eye open for whoever appeared with the magic wand that would bring it back to raucous life.

If Georges Martin is satisfied with the outcome to Talbot's dilemma, he's reluctant to admit it, just as he has declined to express his impatience and hopes. « You know me », he says : « I'm always happy », carefully evading the slightest display of emotion. In order to hide his true feelings he will even try to give the impression that a return to a racing would be a bore.

« Going to the Grands Prix », he says unconvincedly, « is a tiring old business. All those trips. You never get the chance of staying at home for very long. I'm not at all sure whether I'm going to enjoy it ». Later in the conversation, though, it's not difficult to see just how satisfied he really is. « Time was running out », he said. « We were starting to have problems with the people in the team : it was difficult to keep their motivation at the right level. It is never easy to work on something which may turn out to be a white elephant ».

But the engine is a white elephant no longer. It's back on the road to Formula One. The team's move from Vélizy to Buc (a suburb west of Paris) in October — while not very far in terms of distance — nevertheless symbolises a fresh start for Matra Sports. The faithful seventeen are already being expanded : before long there will be 40 of them, a busy crew working flat out on the V12 and the turbocharged engine which is expected to follow in due course.

The V12 has been well and truly dusted off. « It's fantastic », says one of the technicians. « For the first time in two years we're feeling that thrill that you get the build-up before a race. We can't wait to be back in the swing of things, doing our best to be competitive against the opposition. Martin has got all his morale back. The atmosphere is all-new. We're back in racing ! »

On reflection, « dusted off » is a singularly inappropriate phrase. It deeply offends Martin, who insists on getting things clear about the V12 even before he will talk about developments. He won't tolerate any wisecracks. As he says, not without rancour, « when I hear someone suggest that we've hauled our engine out of the museum in order to get back into Formula One, I feel ready to lash out. Since June, three members of my team have been working flat out on the job of designing new parts for the V12. Don't you dare to talk to me about museums.... »

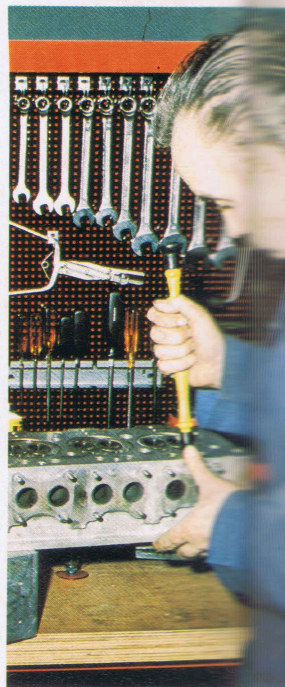
It is not unreasonable, though, to speculate on the possibility that major alterations to the engine's specification could prejudice the remarkable record of reliability that the Matra V12 enjoyed in its final season.

« We have done everything possible to avoid falling into that trap », says Martin. « Reliability is one of the most difficult qualities to build into any engine : we have to make sure it is preserved in the updated version. The basic components are exactly the same : we are using the same block and heads. The main object of our researches has been the adaptation to wing car specification, in other words the repositioning of the engine accessories to leave the sides of the block as clear as we can. With Formula One engines, you tend to find that one change involves 24 others as a result. For example, we have modified the oil pump mounting. This does not involve any change in the function of the pump itself, but we had to redesign the whole thing and have a new casting made. We have changed the mounting of

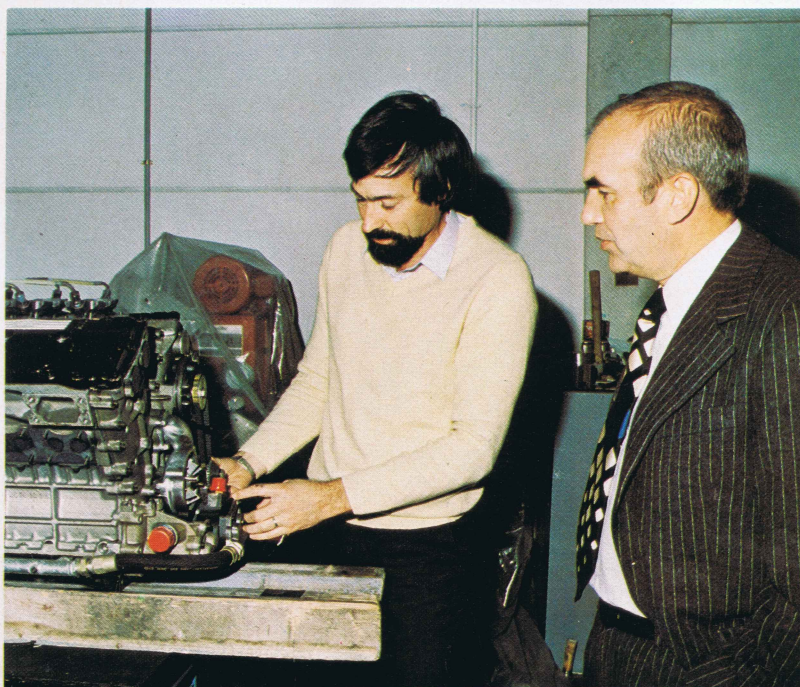
Jacques Laffite in the Ligier-Matra JS 7 at Monaco in 1977. Matra dropped out in 1979 and 1980, but will be back in 1981 thanks to Talbot's involvement.



The 1981 version of Matra's V12 uses the same block and head as that used in 1978, the last time the engine was raced. But the Matra team headed by Georges Martin and Jean-François Robin have considerably developed the engine to make it more suitable for use in a wing car and to lessen fuel consumption.



CE TENSION



several accessories. This is how you redesign a racing engine. »

One of the objectives of the Matra Sports team has thus been to adapt the engine to the latest wing car requirements, in which they have been helped by the narrow (60 deg) angle of the cylinder head « vee ». But the engine also had a poor reputation in terms of weight and fuel consumption. What has been done about these features ?

« There was never any question of the engine being seriously overweight, » Martin insists. « Furthermore, in 1981 it will be virtually the same weight as the Cosworth, probably within five kilos or so. Compared with the last season when we were racing with Ligier it's actually put on a bit of weight, because we have strengthened the block. We got some of it back when we went to aluminium cylinder liners. There is the possibility that the changes to the accessories will add a bit, however. For example, we have made the fuel injection system more sophisticated. »

The injection is one of the secrets of the new look V12 : it works in conjunction with an electronic fuel feed control. « The Lucas pump does not take the revs into account when it meters the fuel, » says Martin. « As a result, the injection is over-rich at low and high revs. We have tried to adjust the fuel metering in accordance with the revs, using a servomotor. This should reduce consumption and make the engine easier to drive. Drivers will tell you that they never run the engines at low revs, but there are several circuits where in fact they do. At Long Beach, for instance, on full tanks, they go down as low as 6000 rpm. For races like that you need an engine with a smooth delivery of power, without any flat spots. This injection system will help us — at least I'm hoping it will — to improve the engine's flexibility. As far as fuel consumption is concerned, I'm confident that the Talbot-Ligier JS17 will have to carry between 15 and 20 per cent less fuel than the JS9 did. But then I suppose there's a chance that we won't last the distance... »

He doesn't really believe that, though, because the efforts of his team have been mainly devoted for the past two years to reducing consumption. « They've done a good job, » he says. According to Martin, the Matra V12 develops no more power (510 bhp at 12,000 rpm), nor any more torque (33,5 mKg), than it used to have. But the improvements which have been made promise to make it more competitive.

Asked where he thinks the engine is likely to stand against the opposition, he says he has no idea. « It would be just as reasonable to expect us to win the championship as it would be to forecast that we won't qualify. In Formula 1 there are so many things to be taken into account. » But while he is being as careful as possible about prospects, there is one thing of which he is certain : « The V12 is by no means finished as an engine. On some circuits the turbo engines will have an advantage. On others, though, we should have an advantage. With a bit of reliability, we're probably going to have some fun ». Could that be a crack appearing in all the stone-walling ?

What Georges Martin does not say is that there are some scores still to be settled in F1 by Matra. The conclusion reached by various pundits two years ago, after the fantastic debut of the JS11, was that « the Ligiers only showed signs of winning when they switched to the Cosworth engine. The Matra handicapped them », was the cry.

« I don't even think about it, » replies Martin when the subject is broached. « I don't know whether we held Ligier back or not. In any case, it was not because of any shortage in performance. » Implicit in that statement is his belief that Matra will be vindicated next year.

THEIR 1980 SEASONS

SAUDIA LEYLAND WILLIAMS

Nineteen eighty was the season in which Frank Williams's team finally confirmed that they were competitive -very competitive. Their results speak for themselves : six wins, Alan Jones's World Championship title, third in the series for Carlos Reutemann, and complete domination in the Constructors Cup. To this fine record can be added six fastest laps (five to Jones) and three pole positions, all by Jones. There was just one black spot in an otherwise superb season : Long Beach. One could scarcely have hoped for better. When one studies the results tables, it may seem surprising that the championship was finally decided so late in the season. On paper, the Williams cars seemed to dominate the championship, yet the Jones-Piquet duel continued almost to the final race. Firstly, this was due to Piquet's superb reliability record which kept him constantly in the hunt. Secondly, it was due to a rather lean period at the beginning of the season after Frank's cars storming start. Patrick Head put things right starting from the Belgian Grand Prix where the « B » version of the Williams FW 07 appeared.

From then on, the Williams team were back on top. Jones won the next three races : Spain (subsequently excluded from the championship), France, and the British Grand Prix. This was partially due to some intelligent sorting, and the use of 15 inch rims at the opportune moment. Third place in Germany and second in Austria seemed to put Jones on the right road for the championship. But then the renewed speed of Piquet's Brabham, plus Jones's mistake at Zandvoort put off the final outcome of the championship until the North American races. It came down in favour of Jones, who won the last two races in the series.

Carlos Reutemann excellently fulfilled the role he had been chosen to play. He was given the job of helping Alan to win the championship, and that's just what he did. Some people were disappointed to see Jones eclipse his Argentine teammate on speed alone. But it must be said that Carlos spent many practice sessions trying different set-ups and running with full tanks when Alan was going for a quick time. Whatever, Carlos's performances may not have been flavoured with Jones's panache but they were without reproach. He was rewarded by a win at Monaco and a superb run of results. After an unhappy start to the season, Carlos finished every race in the points starting from the Belgian Grand Prix.

PARMALAT BRABHAM

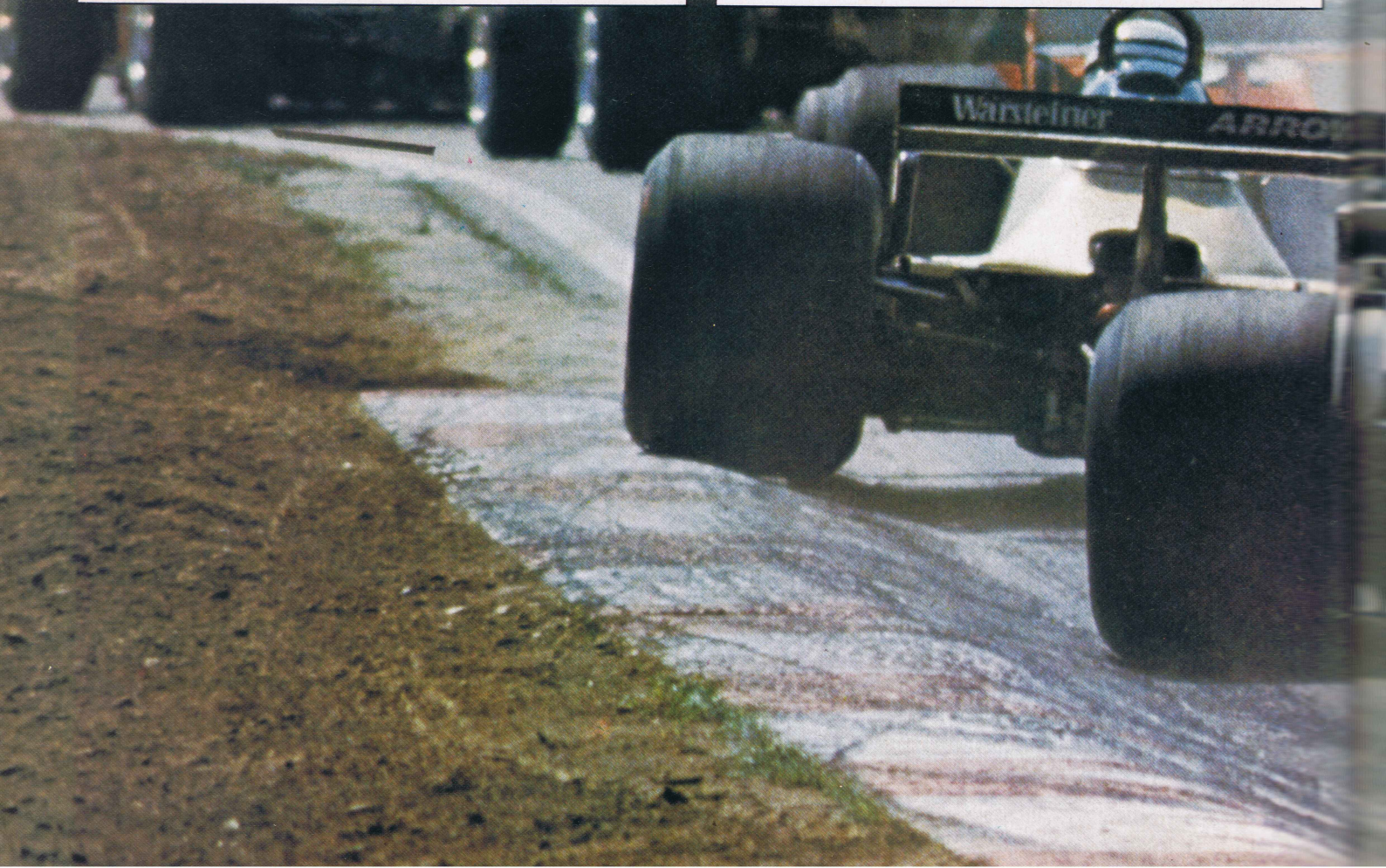


Nelson Piquet was in only his second full season of Formula One, yet he proved to be the big find of the season, proving that he's a top driver. He's precise, methodical, confident and very sensitive when it comes to technicalities on the car. He proved to be mature and unimpulsive, completely unaffected by the fact that he was contesting the World Championship. No one, at the beginning of the season, could predict that he would be battling for the championship at the penultimate round of the series. But that's just what happened, with Gordon Murray's help, the Brabham designer cer-

tainly joining Patrick Head as one of the « designing stars » of the season.

The Murray-designed BT 49 appeared for the last two races in 1979 and was endowed with the same qualities as Head's Williams FW 07 : light, simple, functional, responsive and aerodynamically efficient. Piquet was using a perfect machine, and he used it to maximum effect, finishing nearly all his races in the points. He'd only retired twice before he went to North America, and only once was his fault : when he crashed in Belgium. Apart from this mistake, he had a virtually faultless season.

Towards the end of the season, the front suspension was modified and it suddenly made the BT 49 an untouchable winner. Piquet was head and shoulders above the rest in the Dutch and Italian Grands Prix. He took the lead of the World Championship just before the circus headed for North America. Many people thought that his run of wins would continue at Montreal and Watkins Glen but instead it was the reverse. His accident with Jones at Montreal and the Australian's win put an end to his championship hopes. He certainly suffered from not having a second driver to help him. Ricardo Zunino and Hector Rebaque (from the British Grand Prix) never gave him much support.





LIGIER GITANES

The Ligier team were without doubt the disappointment of the season. The JS 11/15s certainly had the potential to win the World Championship, just as the JS 11 was similarly promising the previous year. For nearly half the season, the blue cars were two of the quickest. But then little preparation problems plus a lesser understanding of the all-important tyre choice reduced their competitiveness with Williams and Brabham. Furthermore, the two drivers seemed to share points, Pironi scoring more frequently in the first part of the season, and Laffite doing the same during the second half of the season. The JS 11/15s dominated the French and British Grands Prix before delays; they could have won in Argentina, Brazil, Monaco and Canada. They actually won in Belgium (Pironi) and Germany (Laffite): it leaves a feeling that they could have done so much better. If, for instance, Laffite had

won at Buenos Aires, Interlagos and Paul Ricard which he could have done, he would have been World Champion. But instead, the engine blew up, an electrical connection broke, and a wrong choice of tyres, plus fragile wheel rims, decided otherwise.

Some say that Gerard Ducarouge, the man in charge of the Ligier team, should have more assistants to help him. Others reckon that the lack of a driver hierarchy between Laffite and Pironi was a definite handicap. The reasons for the Ligiers' failures may be deep and complex, but even so, they failed to avoid the traps that Brabham and Williams successfully avoided. That's why Laffite and Pironi were only fourth and fifth in the championship. That's not such a bad result, but it could have been much better. But one mustn't be too severe. After all, Ligier finished second in the Constructors Cup. The cars were competitive at the beginning and end of the championship. That, in itself, is a feat in the highly sophisticated world of Formula One.

RENAULT ELF

The Renault Elf team's 1980 season was « *their first attempt to win the World Championship* ». The RE 20 cars were direct derivatives of the RE 10s, but a number of small modifications justified the change of name. The Regie's cars varied from bad to good. The lowest spot was attained at the first race at Buenos Aires. Practice was catastrophic because of engine trouble. Jabouille and Arnoux were right at the back of the field at the end of the first lap. And they

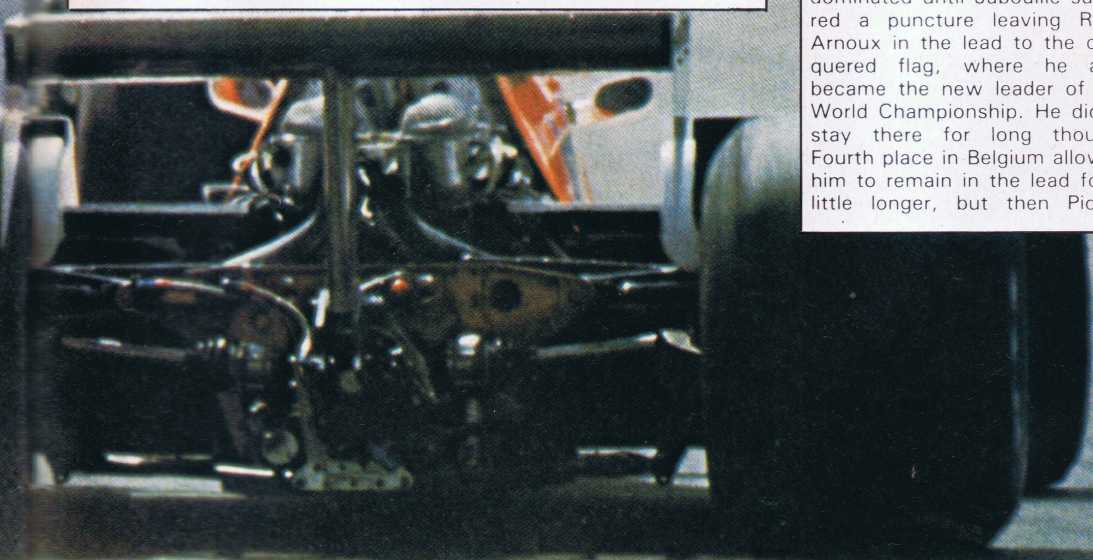
dethroned him at Monaco. That's about the time that Renault fortunes took a dive. This was due to two things. Firstly, Michelin were not competitive with Goodyear during that time, and secondly, the cars were unreliable and nor were they competitive, particularly at the French Grand Prix. Jabouille just seemed to pile up a huge list of retirements, while Arnoux took points when he could. But as from the German Grand Prix, things seemed to get better. Jabouille started from the front row and led for a long time, before retiring again. The Renaults filled the front row for Austrian Grand Prix (as they did



scarcely had time to do better. By the end of the fourth lap, Arnoux and Jabouille were already out of the race. Yet two weeks later, there was Jabouille out in front of the field leading René Arnoux at Interlagos. But the big blond driver retired, leaving victory to Arnoux. The same thing happened in South Africa. The Renaults dominated until Jabouille suffered a puncture leaving René Arnoux in the lead to the chequered flag, where he also became the new leader of the World Championship. He didn't stay there for long though. Fourth place in Belgium allowed him to remain in the lead for a little longer, but then Piquet

for the following Dutch and Italian Grands Prix) and Jabouille finally won his first Grand Prix in 1980.

Five pole positions, three wins and fourth in the Constructors Cup: not a bad crop of results and one that clearly demonstrates that they have the tool to do the job. However, the season proved that they still weren't ready to win the World Championship in 1980. That is a disappointment, because after Arnoux's wins in Brazil and South Africa, many people thought he would win the series. « *1981 will be the year we try for a second time...* » Gerard Larrousse told us.



ESSEX LOTUS

Colin Chapman still hasn't managed to put himself back at the top of the tree, the position he occupied just a couple of years ago. When Elio De Angelis took second place at Brazil, it seemed possible that Lotus had overcome their difficulties experienced the previous year. But it wasn't until the very last races of the season that Lotus began to pick up a few points. Chapman's 1980 car, the 81, was of simple design after the complicated Lotus 80 seen the previous year. But it didn't seem to make much difference. Various problems appeared difficult to resolve, particularly the

rigidity of the monocoques, which put the Lotus team down among the also-rans.

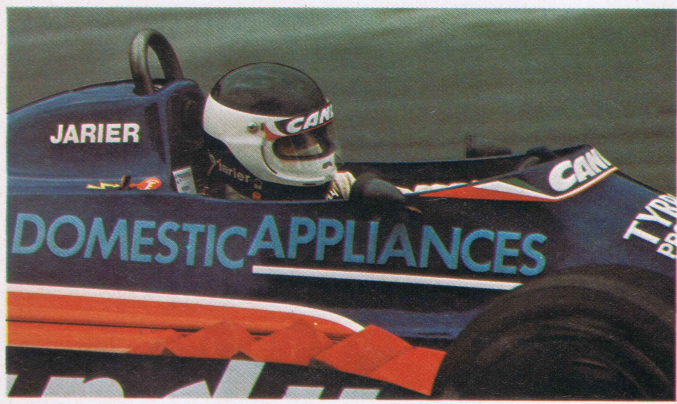
However, at the start of the second half of the season, the Lotus team appeared to have done some technical research and some progress was apparent. Elio De Angelis just missed fifth place in Germany, but later claimed fourth places at Imola and Watkins Glen. Incidentally, Elio really showed that he'd made great progress himself in 1980. He was often quick and had obviously gained considerable maturity. Poor Mario Andretti had to wait until the very last race of the season before even scoring a point in the championship. But his battle with Reutemann for fourth place at Zandvoort was memorable. Mario is as keen as ever!



CANDY TYRRELL

The Tyrrell team's last two seasons have been very similar. In 1979, they built the 009 along Lotus 79 lines, and it went well at the start of the year, only to slip back into anonymity. At Kyalami in 1980, they debuted the 010, a copy of the Williams FW 07, which went well before steadily dropping to the back of the field. Even so, Jarier tried hard throughout the season and had some

good races. He picked up fifth place at the Belgian, British and Dutch Grands Prix, and had a good tussle with Arnoux in Italy. Derek Daly scored the same number of points as Jarier thanks to two fourth places - in Argentina and England - but had a season of turmoil. He was involved in the three most spectacular accidents of the season: Monaco, Zandvoort and Montreal. Tyrrell had the bad luck to have two cars damaged at both Monaco and Montreal. Big Ken suffered the worst luck.



WARSTEINER ARROWS

The Arrows A1 was still a Shadow. The A2 was certainly a departure from the well-trodden paths of Formula One design, but without success. When the Arrows A3 appeared in Buenos Aires, it seemed that Tony Southgate had penned a competitive car. It was well-built, narrow, compact and very quick in a straightline. It was the Arrows that caused the big surprise during the first Grand Prix. Riccardo Patrese qualified seventh quickest and had a good race

before retiring.

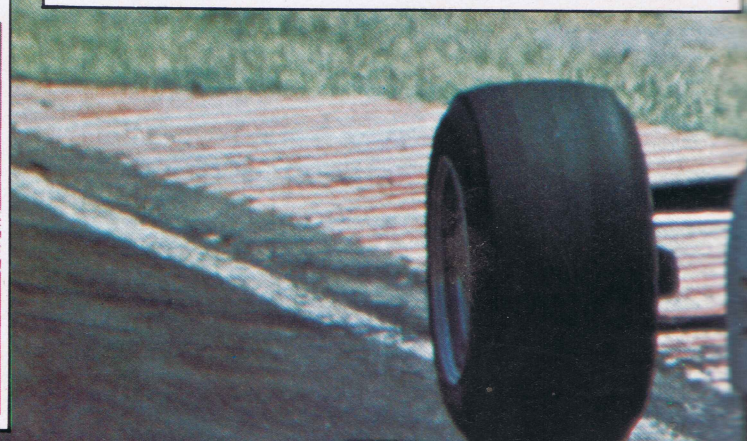
But basically, the Arrows A3 was disappointing. There were one or two promising races - Patrese's second at Long Beach, Mass's fourth at Monaco - but generally speaking, Jackie Oliver's season was frustrating. The gold cars lacked downforce and suffered suspension problems. When Mass crashed at Zeltweg and damaged his spinal column, it virtually spelt the end of his season. Patrese occasionally looked as though he'd finish in the points (particularly at Zandvoort) but then he was let down by the car. It was a season to forget.



SKOL FITTIPALDI

One might have said that the Anglo-Brazilian team had a completely negative season. But Emerson Fittipaldi scored a surprising third place at Long Beach, and Keke Rosberg managed the same feat in Argentina, plus fifth place in Italy. But the team were making

a new start in 1980. Fittipaldi and Wolf joined forces to make the Brazilian's team stronger. Not surprisingly, the F7 was never really competitive. The F8 appeared for the first time at the British Grand Prix and certainly showed promise, particularly in Rosberg's hands in Germany and Austria. However, apart from Rosberg's fifth place in Italy, there was little evidence to suggest that the car was wholly competitive.





MARLBORO MCLAREN

Mclaren's season was sufficiently mediocre for Marlboro to restructure the team for next season. The effects of this reorganisation were apparent during the last two races of the season. John Barnard, who replaced Gordon Coppuck as designer, managed to make both Watson's McLaren M29 and Prost's M30 reasonably competitive.

Up to that moment, the McLarens had rarely been competitive, to such an extent that Watson failed to qualify at Monaco. The cars weren't very quick, and they were also very fragile. Prost suf-

fered a total of five accidents caused by mechanical breakages. One of them was in Spain where the front suspension lower mounting was attached with pop rivets and Araldite! However Prost was really the find of the season. His obvious talent has made him one of the most sought-after drivers during the off-season. Teammate Watson went through a bad period, but once his car's problem was finally solved (bad side pod mounting), John quickly re-established himself. He drove fine races, particularly in Holland and Canada, which should have saved his seat in the team.

AUTODELTA ALFA ROMEO

Hats off to Alfa Romeo, they made superb progress throughout the season. The two 179s were on the back rows of the grid at the start of the season in South America. Yet a few months later at the final race of

the season at Watkins Glen, Bruno Giacomelli put his car on pole position and dominated the race, leaving the rest of the field far behind, but losing the race when an electrical problem stopped the car.

Alfa Romeo were having their first full season with the 179. They developed the cars both aerodynamically and mechanically from the first race of the season. They were considerably lightened, and

FERRARI SPA

It's amazing to think that just one year ago Ferrari could boast six wins during the preceding Formula One season and the first two places in the World Championship. In 1980, the story was very different. Villeneuve managed to pick up six hard-won points, while teammate Jody Scheckter, the reigning World Champion, finished his final season with a score of just two.

At the start of the season though, Villeneuve made it look as though things would be different. He fought for second place in Argentina, and qualified on the second row of the grid in Brazil, even taking the lead during the early stages of the race. Sadly, it was just a flash in the pan.

The 312 T5 was a direct development of the title-winning T4,

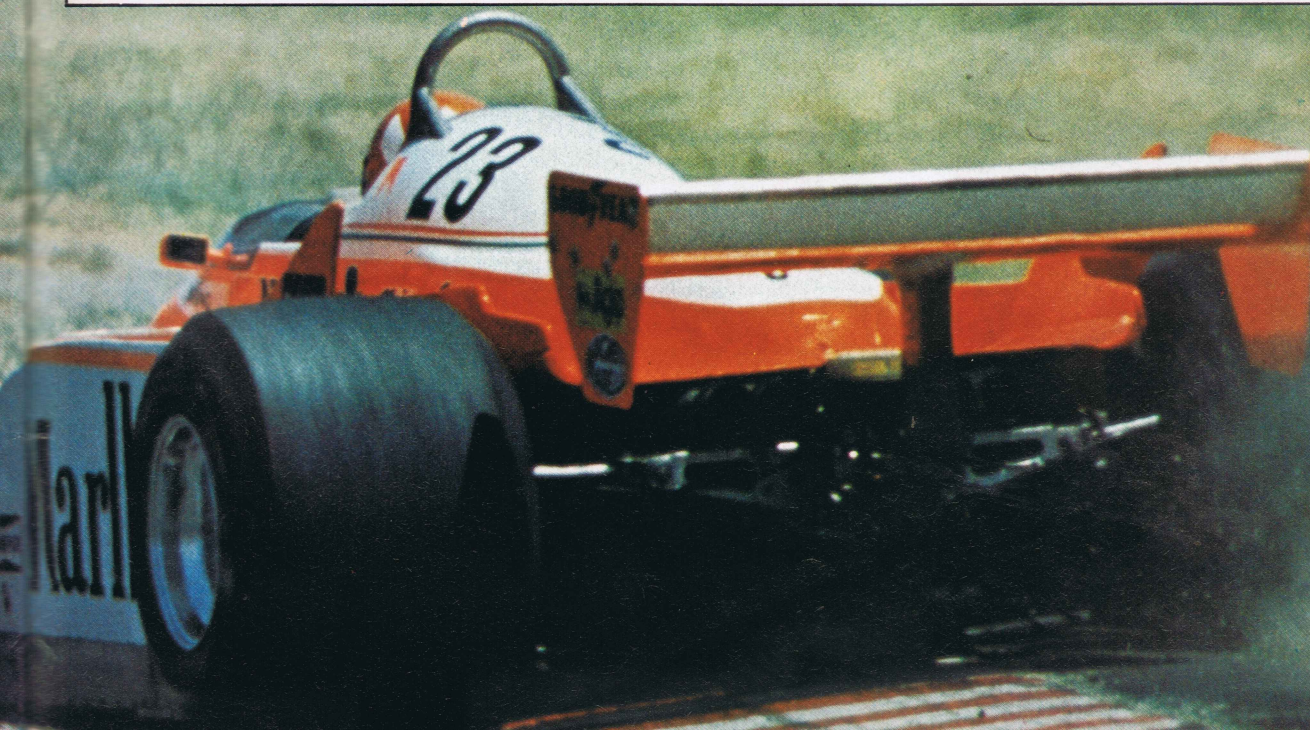
but the development wasn't that great. Furthermore, during the first few races, the previously solid and tough flat 12 engines suddenly started breaking. Once this had been cured, the Ferraris suffered from lack of downforce and traction which was interlinked but basically due to poor ground effects because the big engine wouldn't allow it, and the poor mid-season performances of Michelin tyres. Despite these set-backs, Villeneuve did have some good and remarkable races, in Germany and Italy for example.

But it can be looked on as a season of transition for the Scuderia. When the 126 C with turbo-charged engine made its public debut at Imola during practice, it was sufficiently promising for one to suspect that it won't be long before Ferrari are at the front again. As Villeneuve said frequently throughout the season, « *You can't stop Ferrari from winning for long* ».



the superb power of the V12 engine was exploited more and more. It was at Kyalami that the team's progress made itself apparent, confirmed at Long Beach by Patrick Depailler's second row grid position. Depailler was confident that Alfa's future was rosy, but tragically, he wasn't to see that future. He lost his life while testing at Hockenheim. Bruno Giacomelli bravely took over as number one driver, seconded

firstly by Vittorio Brambilla and later by Andrea De Cesaris. Bruno finished fifth at Hockenheim but went even better during the last few races of the season. The Alfa Romeo team may have made progress with the car's performance, but it was still unreliable. Partially due to his own mistakes and those of others, Bruno was never able to pick up the rewards of his better races.



OSELLA DENIM

The little Osella team certainly made their mark in Formula One during their first Grand Prix season, as did driver Eddie Cheever. The first car was too heavy and lacked testing. The second appeared in



South Africa and it was clearly better, allowing Cheever to be a regular qualifier. The third car appeared at the end of the season and was once again better than the previous model. It was a promising season that should encourage Enzo Osella to continue in Grand Prix racing.

ATS WHEELS

When Jan Lammers qualified the Ats D4 on the second row at Long Beach, Gunter Schmid thought that he finally had a competitive car. Gustav Brunner had designed a good-looking and well-thought out car. But unfor-

tunately this performance was fairly rare. Lammers went well again in Belgium, and Marc Surer, having bravely fought back to the driving seat following his accident at Kyalami, did well in France. But then the car slipped to the back of the grid. Jo Ramirez didn't know how to make the car competitive, and Surer didn't have any ideas either. Finally Gustav Brunner quit to join Arrows.



THEODORE SHADOW

Shadow's history came to an end in 1980. The DN 11 wasn't competitive during the early part of the season, and the DN 12 which

appeared subsequently did little to change the situation. Theodore's take-over ran into problems and the team disappeared after the French Grand Prix. The cars never allowed Stefan Johansson, David Kennedy or Geoff Lees to make much impression on Formula One.



RAM RACING

John Macdonald's team ran Williams FW 07s from the British Grand Prix onwards. Rupert Keegan did

well at Watkins Glen, but Desire Wilson, Kevin Cogan and Geoff Lees were unable to qualify in their races.

UNIPART ENSIGN

Mo Nunn seemed to have all the makings of a good season before him at the start of the year. He had the support of Unipart, Clay Regazzoni was to drive and he'd hired two respected design men: Nigel

Bennet and Ralph Bellamy. The first races were promising. Clay could see potential in the MN 180. But the tragic accident at Long Beach which put an end to his career also appeared to take the stuffing out of the team, and they were never as high on the grid again. Neither Tiff Needell, Jan Lammers nor Geoff Lees were able to iron out the car's understeer. It could well have been the last season for Ensign.

